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STATE DOCUMENTS

State of Montana
Office of The Governor
Helena 59601

FORREST H. ANDERSON
GOVERNOR

September 15, 1969

PLEASE RETURN

Honorable John A. Volpe
Secretary
Department of Transportation
800 Independence Avenue, S.W.
Washington, D.C. 20003

Dear Secretary Volpe:

Enclosed for your perusal and approval is the Montana Comprehensive Highway Safety Program submission as required by the Highway Safety Act of 1966 (Section 402(a)).

As in most states, motor vehicle travel in the State of Montana is at an all-time high. Unfortunately, traffic accidents and their resulting deaths, injuries, and property damage also threaten to reach an all-time high. Economic loss resulting from traffic accidents in Montana is accumulating at a rate of nearly $3,000 per hour of every day. These conditions are, and will continue to be, unacceptable to this office and the citizens of Montana.

Therefore, this comprehensive highway safety plan is committed and dedicated to the implementation and successful accomplishment of positive highway safety objectives, including the sixteen standard areas.

This program plan represents the position of the State of Montana, including political subdivisions, in its activities within the concepts of the Highway Safety Act of 1966 and will, I am confident, provide the springboard which will enable us to reach our goal of greater highway safety.

We believe that in the not too distant future our highway safety program will be exemplary among the fifty states. However, this will take time, money, and a great deal of devotion on the part of all concerned.

Sincerely,

FORREST H. ANDERSON
Governor of Montana

enclosure

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INTRODUCTION

The National Highway Safety Act of 1966 was enacted due to national concern and the need to reduce traffic accidents and the resultant deaths, injuries and property damage. The Act enabled the Secretary, the Department of Transportation to promote standards* (Note brief summary of the sixteen Federal Standards on the following page) by which state highway Safety programs are to be conducted in vital areas. Additionally, the Act provided that the Secretary shall promulgate requirements relating to the administration, program areas, approach, and development of these standard areas. However, the heart of the Act is the requirement that "each state have a highway safety program designed to reduce traffic accidents" and the resultant death, injury, and property damage. The standards set high goals. But there are no requirements in the standards as to when compliance** must be met, only that an effort be made toward implementing*** programs directed toward eventual compliance.

Section 402 (a) of the Act requires, as a condition to a state's securing the benefits available under this Act, that it shall have a highway safety program (approved by the Secretary) for reducing traffic crashes, deaths, and property damage. The program shall be in accordance with uniform standards promulgated by the Secretary to improve driver performance through mental and physical and driver proficiency examinations, and driver education and licensing, and to also improve pedestrian performance.

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* standards--refers to the "uniform standards" called for in the Highway Safety Act of 1966.

** compliance--ultimately meeting all prescribed aspects in the standard area(s).

*** implementing--gradually carrying into effect the prescribed aspects in the standard area(s) with ultimate compliance the goal.

BRIEF summary of the sixteen Federal Standards. . . . . .

4.4.1 Periodic Motor Vehicle Inspection

. . . Inspection of every vehicle registered in the state at the time of initial registration and at least annually thereafter, or at such time as may be designated under an experimental, pilot or demonstration program approved by the Secretary of Transportation.

4.4.2 Motor Vehicle Registration

. . . A registration program for rapid identification of vehicle and owner. The main purpose is to make pertinent information available for accident research and safety program development. Each program is to have a records system providing rapid entry and retrieval of data.

4.4.3 Motorcycle Safety

. . . A program to insure that drivers pass tests designed specifically for motorcycles, that motorcycles are properly equipped with certain safety devices, and that they are inspected in accordance with the Periodic Motor Vehicle Inspection Standard.

4.4.4 Driver Education

. . . A driver education program available to all youths of license age, providing practice driving, and instruction in special areas such as handling of emergencies. Instructors are to be certified. Commercial driving schools will have to meet criteria adopted by the state.

4.4.5 Driver Licensing

. . . Uniform licensing and renewal procedures that relate driver performance (record of accident and moving violations) to licensing. Among the minimum requirements: each driver to hold only one license, which identifies the type of vehicle he is authorized to drive; a driver improvement program for problem drivers; a medical evaluation system for persons believed to have mental or physical conditions that might impair driving; a medical advisory board to advise the driver license agency on medical criteria and vision standards.

4.4.6 Codes and Laws

. . . Basic motor vehicle codes and traffic laws to be made uniform throughout the nation, eliminating the major variations not only among states but among their local jurisdictions. Toward this end, each state is to maintain continuing comparisons of all state and local laws with provisions of the Rules of the Road section of the Uniform Vehicle Code.

4.4.7 Traffic Courts

. . . Each state, in cooperation with its political subdivisions, to have a program in which—as a minimum—all moving traffic violations shall be reported to the state traffic records system. It is recommended that traffic courts be financially independent of any fee system, fines or revenue from the processing of violations. Also recommended: a uniform accounting system for handling traffic violation notices, collection of fines, etc.

4.4.8 Alcohol in Relation to Safety

. . . As a minimum, an implied consent law (a person by accepting a driver's license is deemed to have given his consent to a chemical test in the event he is arrested for driving while intoxicated, and refusal to take the test is cause for revocation of his license) and provisions for chemical tests to determine the alcohol concentration. The limit is set at .10 per cent. The standard also recommends blood alcohol tests on accident victims and drivers surviving accidents fatal to others.

4.4.9 Identification and Surveillance of Accident Locations

. . . In cooperation with county and other local governments, each state will have a program for identifying high hazard spots on highways, and establish priorities for improvement, selective enforcement or other measures to eliminate or reduce hazards.

4.4.10 Traffic Records

. . . Each state to have a broad records system enabling rapid retrieval and analysis of data on drivers—their licensing, violation records and financial responsibility; vehicle registration data; highway data on a milepost basis; accident data linked to all three. Statewide systems and local sub-systems are to be compatible with each other and with a national record at the federal level.

4.4.11 Emergency Medical Service

. . . Comprehensive state planning, in cooperation with political subdivisions, to insure the coordination, transportation and communications necessary to bring prompt emergency medical care to injured persons without simultaneously creating additional hazards. As a minimum the program must provide for training and licensing of rescue personnel, coordination of ambulance services, definition of areas of responsibility, and agreements on mutual support criteria for use of two-way communications.

4.4.12 Highway Design, Construction and Maintenance

. . . In cooperation with county and local government, each state is to have a program of safety standards for all reconstructed and new highways and for the improvement of existing roads and highways. The standards for specific programs are to be those issued or endorsed by the Federal Highway Administrator.

4.4.13 Traffic Control Devices

. . . In cooperation with its counties and other local governments, each state is to have a program for identifying the needs and deficiencies of traffic control devices (signs, signals, markings and electronic controls conveying convenience or regulatory information to motorists), and to develop programs for upgrading and maintenance of all such traffic control devices.

4.4.14 Pedestrian Safety

. . . A program to insure education and adequate requirements for the protection and safety of pedestrians. Sidewalks in residential areas, enforcement of pedestrian traffic laws and supervision of pedestrian behavior will be given attention.

4.4.15 Police Traffic Services

. . . The police to assume greater responsibility in traffic safety. Traffic control, accident investigation, aid to accident victims, enforcement of rules of the road and supervision of debris removal are emphasized.

4.4.16 Debris Hazard Control and Cleanup

. . . Provides expeditious removal of disabled or damaged vehicles and other substances foreign to highway environment.

Section 402 (b) makes it mandatory upon the Secretary to withhold his approval of a state's program until the following five conditions are met by the state:

1. Provide that the Governor of the state shall be responsible for the administration of the program.
2. Authorize political subdivisions of such State to carry out local highway safety programs within their jurisdiction as a part of the State Highway Safety Program, provided such local highway safety programs are approved by the Governor and are in accordance with the uniform standards of the Secretary and are in accord with the state's comprehensive plan.
3. Provide that at least 40 percent of all Federal funds apportioned for any fiscal year will be expended by, or for the benefit of, political subdivisions of such state in carrying out local highway safety programs.
4. Provide that the aggregate expenditure of funds by the State and political subdivisions thereof, exclusive of Federal funds, for highway safety programs will be maintained at a level which does not fall below the average level of such expenditures for its last two full fiscal years preceding the Highway Safety Act of 1966 (fiscal years 1964-65 and 1965-66).
5. Provide for comprehensive driver training programs.

The Montana Comprehensive Highway Safety Plan is the result of many hours of thoughtful analysis and preparation by State employees regarding present status of Montana's highway safety efforts and detailed planning for a viable future highway safety effort in the State. (Note responsible departments-agencies on following page)

This Comprehensive Highway Safety Program Plan strives to identify needs, establish a planned attack, and set forth recommendations to implement the plan. Additionally, and more important, this is a plan for the future which will not only assure eventual compliance but,

LIST OF RESPONSIBLE ORGANIZATIONS FOR EACH STANDARD AREA

STANDARD AREA	RESPONSIBLE ORGANIZATION
0 -- Planning and Administration	Governor's Highway Safety Director
1 -- Periodic Motor Vehicle Inspection	Governor's Highway Safety Director
2 -- Motor Vehicle Registration	State Prison Motor Vehicle Registration Department
3 -- Motorcycle Safety	Highway Patrol Office of Superintendent of Public Instruction
4 -- Driver Education	Office of Superintendent of Public Instruction
5 -- Driver Licensing	Highway Patrol
6 -- Codes and Laws	Supreme Court
7 -- Traffic Courts	Supreme Court
8 -- Alcohol in Relation to Traffic Safety	Department of Health Highway Patrol
9 -- Identification and Surveillance of Accident Locations	Highway Patrol Highway Department
10 -- Traffic Records	Highway Patrol Highway Department State Prison (Motor Vehicle Registration Department)
11 -- Emergency Medical Services	Department of Health
12 -- Highway Design, Construction and Maintenance	Highway Department
13 -- Traffic Control Devices	Highway Department
14 -- Pedestrian Safety	Highway Patrol Highway Department Office of Superintendent of Public Instruction
15 -- Police Traffic Services	Highway Patrol
16 -- Debris Hazard Control and Cleanup	Highway Department Highway Patrol

hopefully, achieve the greater goal of reducing deaths, injuries, and property damage resulting from traffic accidents. The State wishes to employ program objectives which have long-range, far reaching implications. Further, all of Montana's planning efforts have been and will continue to be made to aid those traffic accident countermeasures found to be most effective.

The plan is organized into the present sixteen Standard areas, plus a Planning and Administration section. Each section deals with a Standard area and contains detailed information regarding the implementations of an effective overall highway safety pregram. A "Preliminary Estimated Costing" data sheet and a proposed "Implementation Schedule" are included for each Standard, where applicable.

Basically the programs are, for the most part, responsibilities of state agencies; however, it is essential that the political subdivisions, where they are involved, shoulder their share of carrying out broad traffic safety programs developed for the State. Fear of infringement exists among a few political subdivisions. These fears must be dispelled and all segments in the State must work toward an orderly solution.

In order to insure greater progress in the area of traffic safety, it is essential that:

(1) Legislators be made aware of the seriousness of the traffic safety challenge insofar as it affects each citizen and the economic impact upon the state;

(2) Legislative needs be developed and presented in a predetermined order so as to meet the needs established as priorities in solving the traffic challenge;

(3) Adequate funds be appropriated for each of the agencies-departments who have a responsibility for carrying out existing programs and to undertake those which have been determined as priorities during the forthcoming five-year period.

The citizen must be made aware of his individual and collective responsibilities. In order to achieve this, it is necessary that:

(1) Conferences, workshops, seminars, and meetings be conducted where citizens are informed of the state needs and the highway safety standards;

(2) The state's comprehensive highway safety program be presented to all segments of the state's population;

(3) The news media be provided the necessary information and material in order to carry out an effective public information program;

(4) Printed materials be made available to groups and individuals;

(5) Support of the comprehensive program, and the necessary legislation and finances be obtained.

The Highway Safety Program represented in this plan is proceeding along the following basic framework:

- Identification and focus on the high priority traffic safety needs
- The development of a systematic statewide program which will allow the placement of highway safety financing to meet these high priority needs
- The development of programs and projects that will help Montana take steps to implement the National Highway Safety Standards

Montana recognizes that the development of a comprehensive highway safety plan represents only a beginning. Highway Safety is not merely a bucket of paint, a guard rail, or a duly registered vehicle any more than it is a crash helmet, a sober driver, or a collection of traffic statistics. Highway Safety is all of this and more, working in concert to substantially reduce the pain and suffering created by traffic accidents. This comprehensive plan, then, represents a blueprint for traffic safety, which must be accepted and fashioned by an aroused citizenry and legislature into a viable program.

PLANNING AND ADMINISTRATION

Highway safety in the majority of states has become the responsibility of a number of officials and state agencies. Sensing that it was essential to administrative workability and success of the highway safety program that there be one central State authority responsible to the Secretary of Transportation, the House Committe on Public Works required that each State Govenor be that responsible authority. Section 402 (b) (1) (A) of the Highway Safety Act of 1966 states:

> "The Secretary shall not approve any state highway safety program under this section which does not provide that the Governor of the State shall be responsible for the administration of the program."

The purpose of planning and administration is to combine, under the direction of the Governor, all of the diverse highway safety endeavors of a State. This includes positive responsiveness to the Standards promulgated by the Department of Transportation, by developing them into a well-structured, concerted effort that satisfies the State's highway safety objectives in such a way that a long-term, stable, and thoroughly professional program is assured.

ORGANIZATIONAL STRUCTURE

The office of the Montana Highway Safety Director was created by the 40th Legislative Assenbly of 1967 and is contained in Section 32-4601-32-4607 (R.C.M. 1947). ~~(See Appendix A)~~

Specifically, the Highway Safety Director serves the Governor by executive appointment. The primary function of his office as stated in the enabling legislation is "for the purpose of promoting public safety, health, and welfare and to reduce traffic deaths, injuries, and property losses resulting from traffic accidents."

The Director is also responsible for coordinating, administering, and implementing the Highway Safety Act of 1966 for Montana.

The Highway Safety Director's office is currently composed of the Director, Associate Director, and a secretary-bookkeeper. Exhibit 1 presents a complete organizational chart of this office as part of the Montana government organization for highway safety.

Section 32-4601-32-4607 (R.C.M. 1947) also created the Montana Highway Traffic Safety Board. The board is composed of department-agency heads having a direct relationship to highway safety. (Exhibit 2) It is the responsibility of the Board to "advise and assist in all matters of highway safety".

The legislative organization most directly concerned with highway safety is the Interim Committee on Highways which has a broad interest in highways. Legislative action during the 1969 session created the committee composed of two senators and two representatives. The committee was appropriated $20,000 for the 1969-71 biennium. One of the current responsibilities of this committee is to study and report on a plan for motor vehicle inspection in Montana. (See the chapter on Motor Vehicle Inspection, for detailed information)

INFORMATION AND DECISION--PLANNING AND RESEARCH STAFF

With the investment of scarce financial resources in highway safety programs, it is imperative that the return be high through superiour staff work. It is simply poor economics to spend millions of dollars on programs and have results suffer because of insufficient staff.

For this reason, departments-agencies involved in highway safety would like to acquire or increase their planning and/or research staffs.

The Montana Highway Patrol, for example, would like to have a research and planning staff. The staff could greatly enhance Highway Patrol safety programs, particularly in regard to the use of driver, accident, and violations data. Much data is now collected but it is not being utilized to maximum effectiveness.

The Highway Department is also considering the acquisition of staff to coordinate highway safety programs in the department. The establishment of planning staffs in other agencies and departments would also be most desirable. However, the lack of funds does not currently permit hiring necessary staff.

POLITICAL SUBDIVISIONS PROGRAMS

One function of the Montana Highway Safety Director's office is to coordinate traffic safety endeavors with political subdivisions, which are defined in Montana as counties, an imcorporated city or town, and school districts.

Planning and administration of a statewide highway safety program involves the active participation of local governments to the maximum extent practical since a significant amount of operational requirements of the National Standards and other highway safety projects are administered at the political subdivision level. A close working relationship between the State and its local governments in forming a positive and truly statewide highway safety program is the desire and one of the goals of the Highway Safety Director.

Planning and administration functions at the local level are to:

1. Provide highway safety service and implementation of the National Standards for the respective jurisdictions.
2. Recognize their role in the statewide program structure and provide cooperation in fulfilling the program requirements.
3. Develop coordination of highway safety services as a local unified program similar to and consistant with Montana's overall program.

During 1968 and 1969, thirteen Montana cities with a population of over 5,000 received the Highway Safety Program Analysis. This was a study conducted by the National Safety Council and funded through the Montana Highway Safety Director's office. It was designed to determine, in part,

which standards are met by each city and where improvements are needed. Included in the scope of this analysis was an effort to pinpoint those areas where each city should consider more in-depth studies.

Pursuant to both the shortcomings and strong areas brought forth by this analysis, considerable effort has been expended by the Highway Safety Director in working with and between the cities and counties. For example, promoting the "Model Traffic Ordinances" or prompting "City A" to consider an accident filing system which is working well in "City B". Significant effort at this level is time consuming; however, future pay-off necessitates this close working relationship.

FUTURE PLANS--HIGHWAY SAFETY PROJECT PRIORITIES

Submissions for funding and approval of future highway safety projects will be based on well structured objectives developed by the Montana Highway Traffic Safety Board and the Highway Safety Director's Office. Priorities in the Standard areas have not been finalized, but generally appear as follows:

Group #1 Priorities (Sequence does not indicate significance in this grouping.)

Standard #1 - Periodic Motor Vehicle Inspection (State)
Standard #3 - Motorcycle Safety (State--Political Subdivisions)
Standard #4 - Driver Education (Political Subdivisions)
Standard #5 - Driver Licensing (State)
Standard #7 - Traffic Courts (Political Subdivisions)
Standard #8 - Alcohol in Relation to Highway Safety (State--Political Subdivisions)
Standard #9 - Identification and Surveillance of Accident Locations (State--Political Subdivisions)
Standard#10 - Traffic Records (State--Political Subdivisions)
Standard#11 - Emergency Medical Services (State--Political Subdivisions)

Group #2 Priorities (SeQuence does not indicate significance in this Grouping).

Standard # 2 - Motor Vehicle Tegistration (State)

Standard # 5 - Codes and Laws (State--Political Subdivisions)

Standard #12 - Highway Design, Construction, and Maintenance (State)

Standard #13 - Traffic Control Devices (Political Subdivisions)

Standard #14 - Pedestrian Safety (Political Subdivisions)

Standard #15 - Police Traffic Services (State--Political Subdivisions)

Standard #16 - Debris Hazard Control and Clean-up (Political Subdivisions)

GOVERNMENTAL ORGANIZATION FOR HIGHWAY SAFETY

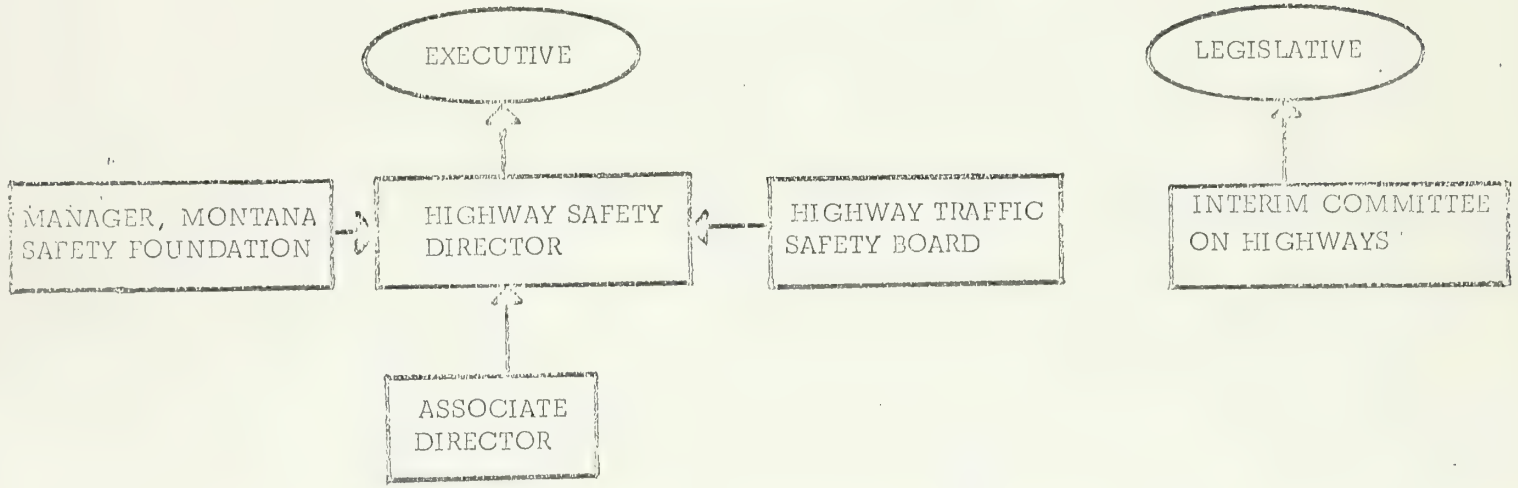
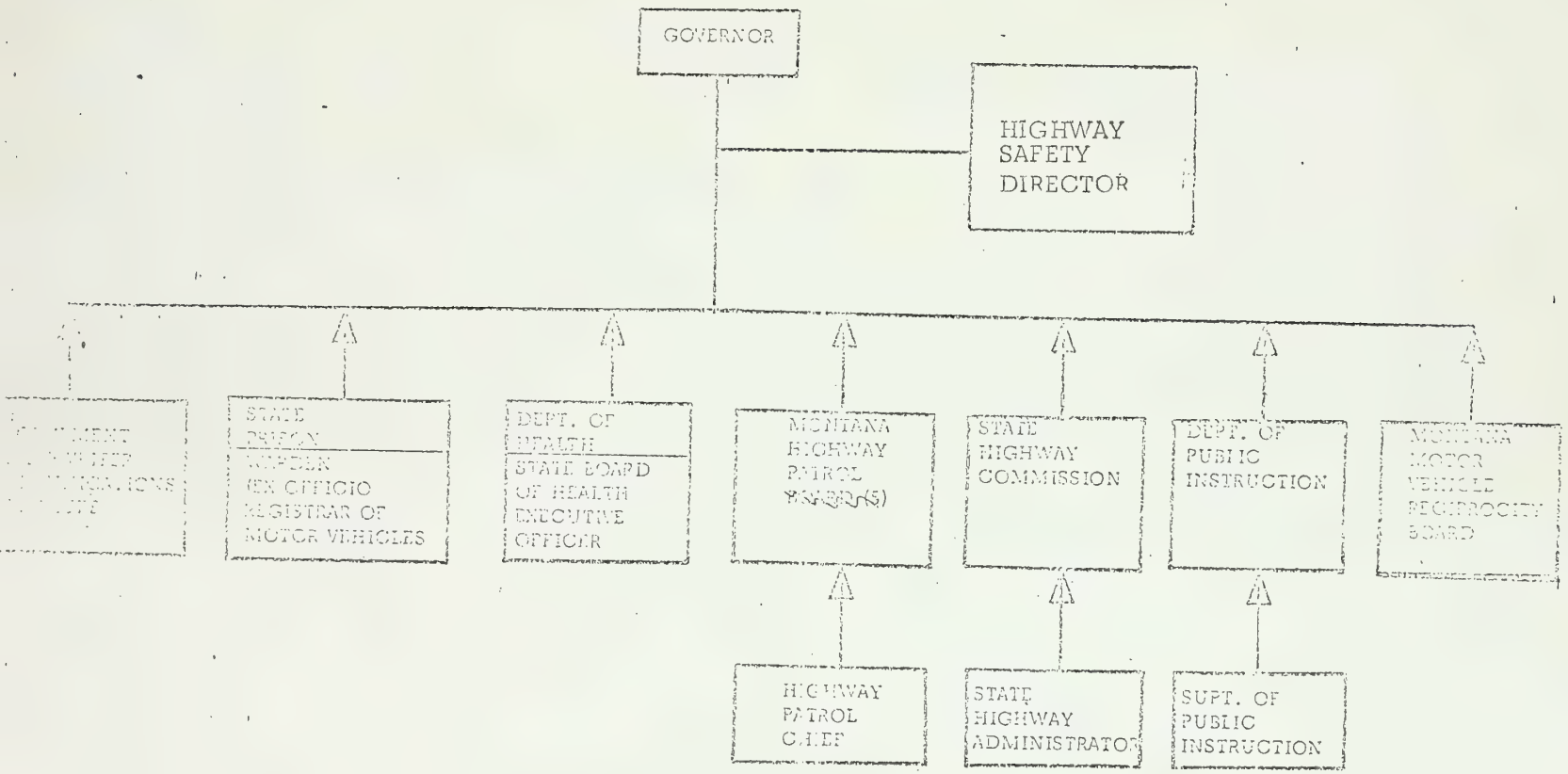


EXHIBIT 1



STATE OFFICES RELATED
TO HIGHWAY SAFETY

EXHIBIT 2

PERIODIC MOTOR VEHICLE INSPECTION

PURPOSE

PRESENT STATUS

LEGISLATIVE NEEDS

PROPOSED PROGRAM

IMPLEMENTATION SCHEDULE

APPENDICES

A. School Bus Inspection Form, T-10

B. Senate Bill No. 306, "An Act to create a Motor Vehicle Safety Inspection Division..."

C. Senate Bill No. 286, "An Act to create Standards for Inspectors for the Montana Motor Vehicle Safety Inspection Program..."

D. Senate Bill No. 255, "An Act to create an Advisory Board to the Montana Highway Patrol Board for the Purpose of setting Standards and Procedures of Inspection for the Montana Motor Vehicle Safety Check Stations and Inspectors

E. Senate Resolution No. 17, "A resolution of the Senate of the State Of Montana Requesting that the Legislative Highway Interim Committee Study and Report on a Compulsory Motor Vehicle Inspection Law in Montana to the Forty-Second Legislative Assembly"

F. House Bill No. 326, "An Act to Amend Section 32-21-149, R. C. M. 1947, relating to Restrictions Placed on Tire Equipment; Prohibiting Use of Excessively Worn or Mutilated Tires."

G. Senate Bill No. 206, "An Act Relating to the Competent and Safe Repair of Highway Operated Vehicles: Creating a Regulatory Board; Prescribing Powers and Duties; Requiring the Certification of Mechanics and the Registration of Service Dealers; Establishing Competent and Safe Repair Standards and Proctices; and Providing Penalties.

1 -- PERIODIC MOTOR VEHICLE INSPECTION

PURPOSE

"To increase, through periodic vehicle inspection, the likelihood that every vehicle operated on the public highways is properly equipped and is being maintained in reasonable safe working order." (Vol. 1, Highway Safety Program Manual, Motor Vehicle Inspection).

PRESENT STATUS

Montana does not currently have a Periodic Motor Vehicle Inspection Program. However, there are currently programs for:

- Random inspection of vehicles by the Highway Patrol.
- Periodic inspection of school busses (the form T-21C, used for the inspection of school busses is shown as Appendix A of this chapter). School busses are inspected annually and put in proper repair according to inspection standards.
- Inspection of trucks for equipment defects at weigh stations.

Legislative Status

The following bills relative to Periodic Motor Vehicle Inspection were introduced in the 1969 legislature:

- Senate Bill 306, "An Act to Create a Motor Vehicle Inspection Division under the Control and Supervision of the Montana Highway Patrol Board."
- Senate Bill 286, "An Act to Create Standards for Inspectors for the Montana Vehicle Safety Inspection Program and to be under the Direction of the Motor Vehicle Inspection Board of the Montana Highway Patrol."
- Senate Bill No. 255, "An Act to Create an Advisory Board for the Purpose of Setting Standards and Procedures of Inspection for the Montana Motor Vehicle Safety Check Stations and Inspectors."

The complete text of these bills may be found in the Appendix.

The Senate did adopt resolution No. 17 requesting the Legislative Highway Interim Committee to study and report on a compulsory motor vehicle inspection law in Montana to the forty-second Legislative Assembly. The resolution stated, "WHEREAS, it is the desire and goal of all in Montana concerned with traffic safety to present for adoption a suitable method of motor vehicle inspection, preferable by the personnel of the Montana Highway Patrol, which would not be excessive in cost to the motoring public, and yet which would be an effective means of improving the mechanical condition of vehicles on the streets and highways...". The complete text of the resolution is shown as Appendix B to this chapter.

Other Legislation Related to Motor Vehicle Inspection

Two other bills related to Motor Vehicle Inspection were introduced in the last legislature. Neither passed. The first, House Bill 326, "An Act to Amend Section 32-21-149, R. C. M. 1947, Relating to Restrictions Placed on Tire Equipment, Prohibiting Use of Excessively Worn or Mutilated Tires", reads as follows in the section relating to worn tires:

> No person shall operate or move on any highway any motor vehicle, trailer, or semitrailer having any tire that is so that less than two thirty-second (2/32) inch tread remains when measured in any two (2) major grooves at three (3) equally spaced intervals around outside of tire; or any tire that is worn so that the tread wear indicators contact the road in any two (2) adjacent major grooves at three equally spaced internals around the outside of tire; or any tire that has worn spot that exposes the cord through the tread. In addition, any tire that has tread cuts, snags or sidewall cracks in

excess on one (1) inch in any direction, and deep enough to expose cords or any tire that has a visible bump, bulge or knot indicating partial failure or separation of the tire structure shall be deemed unsafe equipment and its use prohibited.

The bill also contained prohibitions against the use of non-rubber wheels on the highway.

The other inspection-related bill introduced was Senate Bill No. 206, "An Act Relating to the Competent and Safe Repair of Highway Operated Vehicles; Creating a Regulatory Board; Prescribing Powers and Duties; Requiring the Certification of Mechanics and the Registration of Service Dealers; Establishing Competent and Safe Repair Standards and Practices." The bill would have made it illegal for anyone not certified to work on repair of automobiles (except minor service station repairs) except their own. It also required that the Service Dealer be engaged in a bona-fide business operation with a fixed place of business.

The complete texts of these related bills are shown as Appendices F and G of this chapter.

LEGISLATIVE NEEDS

A Motor Vehicle Inspection Act is needed. This bill should cover at least the following points:

- Administration
  - . State-owned or privately operated inspection programs
    - o A system for inspection stations if they are privately owned
- Qualifcation of Inspectors, including
  - . Experience qualifications
  - . Educational qualifications
  - . Passing of prescribed examinations
- What vehicle sub-systems are subject to inspection
- Time allowed to make necessary repairs

- Whether or not station performing inspection may also perform necessary repairs
- Whether or not diagnostic centers that do not perform repairs may inspect vehicles
- Penalties for non-compliance
- Financing
  - . Fee for inspections
  - . If privately operated stations, fee for a license
  - . Accounting of fees collected
- Period of time between inspections and a system for specifying the time of year for inspections (at least annual inspections are required by the standard)

PROPOSED PROGRAM

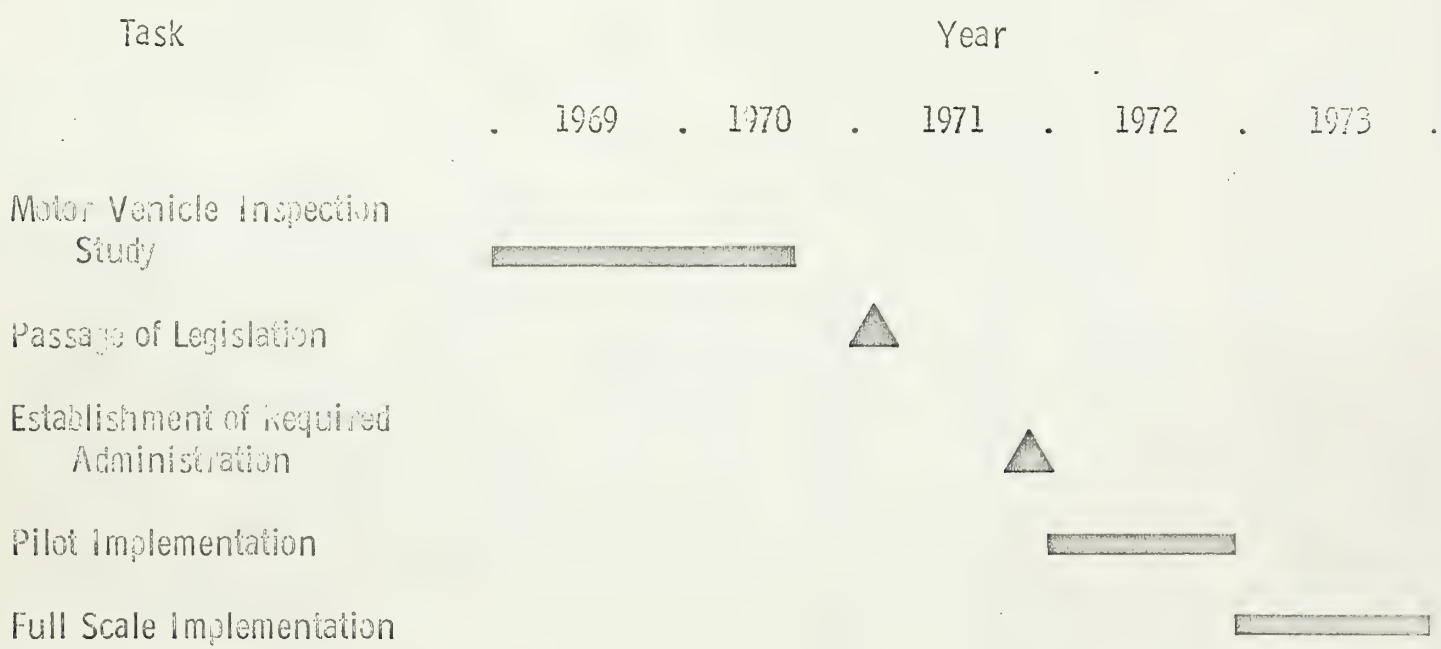
Other States' experience has demonstrated that car owners do not always get value received from Periodic Motor Vehicle Inspection. Factors influencing the choice of a PMVI system are:

- State owned or privately operated inspection stations
- The economic advisability of mobile inspection stations
- The sparse population distribution of the State
- Climatology -- Low winter temperatures combined with heavy snows throughout much of the State
- Limited economic resources, partly related to the large area per capita in the State

There is evidence to indicate that periodic motor vehicle inspection is a known assist in reducing traffic accidents. A committee of the Montana Legislature is currently studying this problem as directed by Senate Resolution No. 17 (Appendix B). States that have had as effective PMVI program have had better traffic safety records than those that do not have such inspection programs.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 1.0 Periodic Motor Vehicle Inspection



ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

1. MOTOR VEHICLE INSPECTION

	IN EFFECT	IN PLAN*
Every Vehicle Inspected		
At Registration, or		
At Least Annually, or		
At Other Time DOT Approved		
Inspectors Specifically Trained, and		X
Certified by the State		X
Inspection of Components Having Substantial Relation to Safety		X
Inspection Procedures Equal or to Exceeding NHSB Criteria		X
Stations Maintain Records of Required Data		
State Publishes Summaries of Inspection Station Records		X
At Least Annually		X
Including Tabulations by Make/Model		X

*Selection of an inspection interval will be made after completion of

PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

MOTOR VEHICLE INSPECTION

	1971	1972	1973	1974
~~Motor Vehicle Inspection Consultant Study~~				
Passage of Legislation				
Establishment of Required Administration	25	25	25	25
Pilot Implementation		50		
Full Scale Implementation[2]				
	25	75	25	25

[1]Costs for work by existing staff or with equipment currently possessed by Montana are not included.

[2]Costs for full scale implementation depend upon the method chosen by Montana, and this decision will be made after the study is completed.

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State of Montana
Department of Public Instruction
Harriet Miller, Superintendent
Helena 59601

Montana Highway Patrol

School Bus Inspection

Form T-10

This form, completed in its entirety, is required in accordance with Chapter 33 and Chapter 34, R. C. M., 1947, as amended.

Inspecting Highway Patrolman:

1. Prepare original and three copies of this form.
   (a) Mail original copy to: State Superintendent of Public Instruction, Capitol Building, Helena, Montana;
   (b) One copy to: County Superintendent of Schools;
   (c) One copy to: District Superintendent of Schools or if no Superintendent, one copy to Chairman, Board of Trustees, of district owning the bus or having this bus under contract;
   (d) Retain one copy in your files.
2. If this bus fails to be approved on first inspection, discuss defects with responsible person and schedule date for reinspection (as early as possible).

COUNTY..... NAME OF DISTRICT..... NO.....

MAKE OF BUS BODY..... YEAR..... MAKE OF CHASSIS..... YEAR.....

RATED CAPACITY*..... NO. PASSENGERS CARRIED..... LICENSE NUMBER..... ODOMETER READING.....

* Based on 13 inches of seating space per pupil.

BUS OWNER..... ADDRESS.....

NAME OF BUS DRIVER (Regular).....SCHOOL BUS DRIVER CERTIFICATE NO.....

NAME OF SUBSTITUTE DRIVER (if any).....SCHOOL BUS DRIVER CERTIFICATE NO.....

GROUP I

No.	Item	OK	US	None
1.	Windshield			
2.	Windshield Wipers			
3.	Front Identification			
4.	Headlights			
5.	Clearance Lights			
6.	Directional Indicator			
7.	Dim Indicator			
8.	Outside Mirror			
9.	Color			
10.	Inside Mirror			
11.	Defroster			
12.	Hand Rails and Stanchions			
13.	First Aid Kit			
14.	Extinguisher — Powder Type			
15.	Brakes			
16.	Emergency Door			
17.	Flags and Flares			
18.	Rear Lights			
19.	Rear Indentification			
20.	Exhaust System			
21.	Gasoline Tank			
22.	Steering Gear			
23.	Tires			
24.	Red & Amber Signal Lamps			

GROUP II

No.	Item	OK	Comments
1.	Battery		
2.	Generator		
3.	Service Door		
4.	Speedometer		
5.	Ceiling		
6.	Seating		
7.	Floor		
8.	Aisle		
9.	Interior Lights		
10.	Heaters		
11.	Tools (Safely fastened)		
12.	Windows		
13.	Chains		
14.	Axe (Securely fastened)		
15.	Shovel (Securely fastened)		
16.	Spare Tire (Securely mounted)		
17.	Cleanliness		
18.	Other		

COMMENTS of inspecting patrolman to general condition of vehicle relative to the safety of the passengers:.....

Section 75-3407, R. C. M., 1947, specifies that State reimbursement is made "in a vehicle approved under the regulations(*) of the State Board of Education by the Highway Patrol."

This bus is approved (Date).....

This bus is not approved** (Date).....

Signature of Inspecting Patrolman

Signature of Driver

*Minimum Standards for School Buses in Montana, approved by the State Board of Education, November, 1967.

**All vehicles not approved on first inspection must be reinspected by the Highway Patrol after all defects are corrected.

SCHOOL BUS INSPECTION

Section 75-3308, R. C. M., 1947, designates authority to the State Board of Education by and with the advice of the Montana Highway Patrol and the State Superintendent of Public Instruction to regulate design, construction and operation of school buses and adopt and enforce regulations not inconsistent with the Motor Vehicle Code and the Minimum Standards for School Buses adopted by the National Commission on Safety Education.

Section 75-3407, R. C. M., 1947, establishes a schedule for paying for bus transportation and specifies that state reimbursement for bus transportation is made only ". . . in a vehicle approved under the regulations of the State Board of Education by the State Highway Patrol . . ." Only school buses approved by the inspecting patrolman either on first inspection or on reinspection shall receive state reimbursement. Any bus, which upon inspection is found defective and fails to meet the minimum standards, will not qualify for state reimbursement until the defect is corrected. If the defect is not corrected by December 1, the bus will not qualify for any portion of the school year regardless of when thereafter the defect is corrected. A bus which is not inspected until after school begins and is found defective on the date of inspection, will be presumed to have been defective since the beginning of school and will not be eligible for state reimbursement for the period between the beginning of school and the date of inspection nor for a subsequent period elapsing before a second inspection verifies that the defect has been corrected. A second inspection by the State Highway Patrol is required to certify the correction of defects.

The Montana Highway Patrol School Bus Inspection form is designed to include the most important safety items. However, safety includes all those factors relative to school bus construction and operation which may directly or indirectly affect the health, welfare and safety of pupils transported.

Explanation of the items listed under Group I and Group II can be found on the pages indicated in the **Minimum Standards for School Buses in Montana,** approved by the State Board of Education, November, 1967.

GROUP I

Item	Page Number
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2	34
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4	22-28
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16	15-17
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18	22-28
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20	5
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22	11
23	11
24	22-28

GROUP II

Item	Page Number
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3	15-17
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5	13 and 21
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7	14 and 19
8	13
9	22-28
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11	33
12	33
13	10 and 14
14	33
15	33
16	11
17	—
18	—

SENATE BILL NO. 306

A BILL FOR AN ACT ENTITLED: "AN ACT TO CREATE A MOTOR VEHICLE SAFETY INSPECTION DIVISION UNDER THE SUPERVISION AND CONTROL OF THE MONTANA HIGHWAY PATROL BOARD; REQUIRING HIGHWAY PATROL OFFICERS TO ADMINISTER INSPECTION PROGRAM; PROVIDING THAT PROGRAM BE FINANCED THROUGH LEGISLATIVE APPROPRIATION; DEFINING WORDS AND PHRASES; MAKING IT UNLAWFUL TO OPERATE DEFECTIVE OR UNSAFE VEHICLES; EXEMPTING HOUSE TRAILERS NOT OPERATED UPON HIGHWAY FROM INSPECTION; SPECIFYING ITEMS OF EQUIPMENT TO BE INSPECTED ANNUALLY AND REQUIRING OBEDIENCE TO INSPECTION LAWS; PROVIDING RECIPROCITY WITH OTHER STATES; REQUIRING BOARD TO DESIGNATE, PERMIT AND PUBLICIZE LOCATIONS OF INSPECTION STATIONS; AUTHORIZING BOARD TO REVOKE STATION PERMITS; FIXING FEES FOR CERTIFICATES, PERMITS AND INSPECTIONS AND PROVIDING THAT ALL MONIES COLLECTED BY THE BOARD SHALL BE DEPOSITED IN STATE GENERAL FUND; AUTHORIZING OFFICERS TO REQUIRE VEHICLES TO SUBMIT TO INSPECTIONS; PROHIBITING MISREPRESENTATION AS OFFICIAL INSPECTION STATION OR FALSIFYING CERTIFICATES; EXEMPTING CERTAIN VEHICLES FROM INSPECTION; FIXING PENALTIES FOR VIOLATION OF ACT; PROVIDING FOR SEVERABILITY AND REPEALING SECTIONS 32-21-154, 32-21-155 AND 32-21-156, R. C. M. 1947; PROVIDING AN EFFECTIVE DATE."

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE STATE OF MONTANA:

Section 1. The following words and phrases, when used in this act, shall, for the purpose of this act, have the meanings respectively ascribed to them.

(1) Board. The Montana highway patrol board of this state, acting through its duly authorized officers and agents.

(2) Chief. The chief of the Montana highway patrol.

(3) Registrar. The registrar of motor vehicles of this state.

(4) Certificate of inspection and approval. The official document prescribed by the board by which inspection and approval will be verified.

(5) Station permit. The document issued by the board to identify officially designated inspection stations.

(6) Official permit holder. The person authorized to operate an inspection station and to whom an official station permit has been issued and is still in effect.

Section 2. (1) There is created a motor vehicle safety inspection division of the Montana highway patrol.

(2) The motor vehicle safety inspection division shall be under the control and supervision of the highway patrol chief, subject to the approval of the Montana highway patrol board.

(3) The chief with the approval of the board shall select a chief inspector and as many deputy chief inspectors and inspectors as he deems necessary.

(4) The chief inspector, deputy inspector and inspectors shall have the same qualifications as patrolmen. The chief inspector shall rank as lieutenant, the deputy inspector shall rank as sergeant and the inspectors shall rank as patrolmen.

(5) Funds adequate for the maintenance and operation of the motor vehicle safety division shall be expressly appropriated in a separate program of the highway patrol budget by the legislative assembly.

Section 3. No person shall drive or move on any highway any motor vehicle, trailer, semitrailer or pole trailer, or any combination thereof unless the equipment upon such vehicle is in good working order and adjustment as required in sections 32-21-114 through 32-21-153 and section 32-21-161, R. C. M. 1947, and unless the vehicle is in such safe mechanical condition as not to endanger the driver or other occupant or any person upon the highway.

Section 4. (1) Every motor vehicle, trailer, semitrailer and pole trailer registered in this state, except for house trailers not operated upon the highways, shall be annually inspected for safety and an official certificate of inspection and approval shall be obtained for each such vehicle.

(2) Such inspections shall be made and such certificates obtained with respect to the brakes, lights, turn signals (if any), steering, sound devices, glass, mirror, exhaust system, windshield wipers, tires, and such other items of equipment as the board may determine.

(3) In the event repair or adjustment of any vehicle or its equipment is found necessary upon inspection, the owner of said vehicle

may obtain such repair or adjustment at any place he may choose, within five (5) days, but in every event, an official certificate of inspection and approval shall be obtained from an official permit holder within five (5) days before such vehicle shall be operated upon the highways of this state. The inspection fee shall be collected at the time of the original inspection. No additional fee shall be charged if the vehicle is repaired and returned to the same inspection station within five (5) days.

(4) The registrar, at the request of the board, shall suspend the registration of any vehicle which is determined to be in such unsafe condition as to constitute a menace to safety, or which, after notice and demand, is not equipped as required by this act or for which a required certificate of inspection has not been obtained.

(5) The board may, by regulation, authorize the acceptance in this state of a certificate of inspection and approval issued in another state having an inspection law similar to this state and may extend the time within which a certificate shall be obtained by the resident owner of a vehicle which was not in this state during the time an inspection was required.

Section 5. (1) The board shall issue station permits for and furnish instructions and all necessary forms to official inspection stations for the inspection of motor vehicles as herein required. An annual inspection station permit fee, set by regulation of the board, shall not exceed twenty dollars ($20.00) and shall accompany the application for the inspection station permit. If the inspection station permit is not issued, the fee shall be returned to the applicant. The official certificates of inspection and approval shall be obtained from the board at a cost not to exceed fifty cents ($.50) per certificate. All fees collected by the board under this act shall be deposited in the state general fund. Unused certificates may be returned to the board for a credit or refund.

(2) Application for a station permit shall be made upon an official form prescribed by the board, and shall be granted only when the board is satisfied that the garage, service station or shop of the applicant is properly equipped and has competent personnel to make such safety inspections and that such inspections will be properly conducted.

(3) The chief shall supervise and cause inspections to be made of such stations, and shall revoke the permit issued to a station which he finds is not properly conducted. The board shall maintain lists of all stations holding permits and of those whose permits have been revoked.

Section 6. (1) No permit for an official inspection station shall be assigned or transferred or used at any location other than therein designated and permits shall be posted in a conspicuous place at the location designated.

(2) The person operating an official inspection station shall issue a certificate of inspection and approval upon an official form furnished by the board to the owner of a vehicle only upon inspecting such vehicle and determining that its equipment required by this act is in good condition and proper adjustment. A record and report shall be made of every inspection and every certificate issued. These records shall be forwarded to the board at such times as the chief, by regulation, shall specify.

(3) The fee for inspection, including the issuance of the certificate of approval, shall be three dollars ($3.00). No certificate of approval shall be issued until and unless the prescribed inspection is completed and the permit holder has complied with the provisions of this act.

(4) The appropriate inspection certificate shall be placed in the lower right-hand portion of the front windshield at the conclusion of each inspection by the person performing the inspection.

Section 7. (1) No person shall in any manner represent any place as an official inspection station unless such station is operating under a valid permit issued by the board.

(2) All signs or posters pertaining to the safety inspection program to be used by an official inspection station shall be approved by the board before being distributed, displayed or posted.

(3) No person other than a duly authorized inspection permit holder, or an appointed employee of the permit holder, shall issue a certificate of inspection and approval.

Section 8. (1) No person shall make, issue or knowingly use any imitation or counterfeit of an official certificate of inspection.

(2) No person shall display or cause or permit to be displayed upon any vehicle any certificate of inspection and approval knowing it to be fictitious or issued for another vehicle or issued without an inspection having been made.

(3) No person driving a motor vehicle shall refuse to submit such vehicle to an inspection and test when required to do so by the chief, an officer of the highway patrol or a uniformed police officer.

(4) No person shall operate any vehicle after receiving a notice with reference thereto, as provided in subsection (3) of this section, except as may be necessary to return such vehicle to the residence or place of business of the owner or driver or to a garage, until the vehicle and its equipment have been placed in proper repair and adjustment and otherwise made to conform to the requirements of this act.

(5) In the event repair or adjustment of any vehicle or its equipment is found necessary upon inspection, the owner of said vehicle may obtain such repair or adjustment at any place he may choose.

(6) In the event the use of such vehicle in its present condition would, in the reasonable judgment of the officer, endanger the life of any member of the public, the officer shall require the vehicle to be parked, at the owner's expense, and not operated until it is placed in a safe condition.

Section 10. (1) Any person who violates any provisions of this act or any rule or regulation of the board promulgated hereunder, shall be guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine of not less than twenty-five dollars ($25.00) or more than five hundred dollars ($500.00) or by imprisonment in the county jail for not more than six (6) months or be both such fine and imprisonment.

(2) Any person operating an official inspection station who violates any of the provisions of this act or rules and regulations promulgated by the board, shall have his station permit revoked.

Section 11. The board shall issue an inspection station permit under the provisions of this act to any operator of commercial vehicles who carries out a safety program meeting with the approval of the board.

Section 12. (1) The provisions of this act, requiring periodic inspection of vehicles, shall not apply to:

(a) A motor vehicle which was manufactured prior to 1933 and which is a collector's item, used primarily for exhibitions in shows, parades, tours, but not for general transportation purposes;

(b) Farm tractors and implements of husbandry;

(c) Special mobile equipment, as defined in section 53-642, R. C. M. 1947;

(d) Vehicles or combinations thereof, operated under the

regulations of the interstate commerce commission or the Montana railroad and public service commission, as provided in section 11 of this act.

(2) This section shall not relieve the owner or driver of an exempt vehicle from complying with sections 32-21-114 through 32-21-153 and section 32-21-161, R. C. M. 1947, relating to equipment on vehicles.

(3) Owners of exempt vehicles shall not be required to have such vehicles periodically inspected and inspection certificates issued; however, if the owner or driver of an exempt vehicle is issued a notice of defective equipment or unsafe vehicle, he shall be required to have such vehicle placed in safe condition and its equipment in proper repair and adjustment, and such owner or driver shall retain one (1) copy of the notice and forward the other copy to the Montana highway patrol to show compliance with the notice.

Section 13. The board may, with the approval of the governor, extend the time for not more than sixty (60) days for any of the inspections required by this act in any case, where weather conditions of the highways or any other cause whatsoever renders compliance with the provisions of this act within the prescribed time difficult or impossible for a large number of persons.

Section 14. The board is hereby authorized to make necessary rules and regulations for the administration and enforcement of this act.

Section 15. If any section, subdivision, sentence or word of this act shall be determined by a court of competent jurisdiction to be unconstitutional or inoperative, it shall not affect the remaining parts of this act.

Section 16. Repealing sections 32-21-154, 32-21-155 and 32-21-156, R. C. M. 1947, and all acts or parts of acts in conflict herewith.

Section 17. This act shall be in full force and effect on January 1, 1970.

SENATE BILL NO. 286

A BILL FOR AN ACT ENTITLED: "AN ACT TO CREATE STANDARDS FOR INSPECTORS FOR THE MONTANA MOTOR VEHICLE SAFETY INSPECTION PROGRAM AND TO BE UNDER THE DIRECTION OF THE MOTOR VEHICLE INSPECTION BOARD OF THE MONTANA HIGHWAY PATROL; PROVIDING THAT PROGRAM BE FINANCED THROUGH LEGISLATIVE APPROPRIATION; DEFINING WORDS AND PHRASES; AND PROVIDING THAT ALL MONIES COLLECTED BY THE BOARD SHALL BE DEPOSITED IN STATE GENERAL FUND."

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE STATE OF MONTANA:

Section 1. This act shall be known as an act to establish standards for inspectors for the Motor Vehicle Inspection Program.

Section 2. From and after the effective date of this act, it shall be unlawful for any person to engage in inspections of vehicles in a certified inspection station without first having been certified as a "Certified Inspector", in accordance with the provisions of this act.

Section 3. For the purpose of this act the words and Phrases used herein have the following meaning:

(1) "Inspector" means any person who is engaged in inspecting vehicles in certified inspection stations for the Montana Vehicle Inspection Program for wages, fee or reward.

(2) "Certified Inspector" means any automotive mechanic having a valid certificate under this act certifying them as being qualified to engage in inspection of motor vehicles.

(3) "Board", an advisory board appointed by the Chief of the Montana Highway Patrol for the purpose of establishing standards for inspection stations and inspectors who inspect motor vehicles in inspection stations for hire or fees.

Section 4. A certificate shall only be granted to persons of 17 years of age or older who shall:

(1) Apply to the board for such certificate under provisions of this act.

(2) Submit proof satisfactory to the board that the applicant either:

(a) Has satisfactorily completed an approved apprenticeship training program consistent with the apprenticeship standards approved by the Montana State Apprenticeship Council;

(b) Has had four or more years practical experience in general automotive repairing; and/or

(3) Successfully passed an appropriate examination for certified automotive inspectors provided for by this act to determine that the applicant is qualified to perform certified automotive inspecting.

(4) Swear under oath subject to the penalties for perjury that all statements made in the application for certificate are true.

Section 5. Application for a certificate as a certified inspector shall be made on forms prescribed by the chairman of the board and approved by the board, which forms shall include provisions for proof of a compliance with Section 4 of this act. The application shall provide a space for the name, age, place of residence and the names of employer or employers, if any, during the five year period immediately proceding the filing of such application. The application shall also contain a space for the applicant to state his general qualifications and experience. At the time of submitting an application , the applicant must pay the fee provided for by section 10 of this act.

Section 6. Appropriate examinations for certified automotive mechanic certificates under this act shall be developed by the board for the purpose of determining the qualification of the applicants, and approved under the Montana State Apprenticeship laws. Such examinations shall be partly in writing, partly orally and partly manually and shall be of such nature as to constitute an adequate test of whether the person examined has such knowledge, practical ability and manual skill as is essential to engage in automotive repairing. Such examinations shall include questions, the answers to which shall determine whether the applicant has sufficient technical knowledge of automotive repairing to be able to competently repair vehicles in a workmanlike manner. The applicant shall also be required to give a practical demonstration of his skill in the manipulation and handling of tools and testing equipment sufficient to demonstrate his ability to do good workmanlike work as a certified automotive mechanic and sufficient to protect the public insofar as the applicant's competency is concerned.

Section 7. Applications for a certificate shall be filed at least thirty days prior to the date scheduled for an examination to be entitled to take such examinations.

Section 8. If the chairman of the board determines that an applicant is qualified to take the examination and the applicant successfully passes the examination, the chairman of the board shall certify the applicant and issue him a certificate as a certified inspector.

Section 9. After filing an application and payment of the fee provided for in section 10 of this act and showing satisfactory evidence of experience, such applicant may be given a temporary permit to work as an inspector until such time as he can be given an examination by the board provided that such temporary permit shall not extend beyond the date of the next examination.

Section 10. The fee for examination as a certified inspector shall be five dollars which shall constitute payment of the certificate fee for the first year or fractional part thereof if applicant successfully passes the examination and is issued a certificate. The certificate shall be renewable on payment of a three dollar fee on or before June 30th of each year. No examination shall be required for renewal of a certified inspector's certificate unless substantial evidence is produced in a hearing before the board questioning the competency of a certified inspector, in which case the board may require examination or re-examination with a renewal certificate to be issued only in the event of the examination being passed. Certificates shall be non-transferable.

Section 11. The chairman of the board shall keep a register in which shall be recorded the names and addresses of all persons to whom temporary permits, certificates and valid registrations are issued under this act. Such register shall at all times be open for public inspection.

Section 12. The board shall have the following powers and duties;

(1) It shall aid and assist the chairman of the board in promulgating rules and regulations consistent with the purposes of this act for the purpose of carrying out and implementing this act to the fullest extent allowed by law.

(2) It may call hearings when the board deems it necessary or proper to determine whether any new or improved technique in the inspection of vehicles should be incorporated in the requirements for examinations for certificates of certified inspectors.

(3) It shall keep a record of all its meetings and of all hearings or examinations which it may conduct.

(4) It shall receive or may initiate complaints from any person or persons who may charge any person registered under this act with any dishonest or unethical act or any incompetency in the performance of

any work under the act and shall promptly refer their findings to the chairman of the board.

(5) It shall perform any other act necessary to effectuate the purposes of this act.

(6) It shall consult with and cooperate with the board on all provisions of this act.

Section 13. The violation of any provision of this act or any rule or regulation promulgated hereunder may be the grounds for revocation or suspension of any valid registration or certificate.

Section 14. The chairman of the board may refuse to issue a valid registration or certificate or may suspend or revoke any valid registration or certificate under this act for violations of this act or for the practice of fraud or deceit in obtaining a valid registration or certificate or for dishonesty or fraud in the service business.

Section 15. In all proceedings for the revocation or suspension of a valid registration or a certificate or the refusal to issue a valid registration or a certificate or where the applicant or holder thereof has violated any provisions of this act, the chairman of the board may call a hearing to give the person affectid an opportunity to show cause why his application should not be revoked or suspended.

Notice of the hearing shall be given in writing by registered mail to the holder or applicant of such valid registration or certificate and shall designate a time and place for the hearing before the chairman of the board which shall not be less than twenty days from the date of said notice. The chairman of the board may require the attendance of any witnesses or documents by issue of subpoenas upon motion either of the board or the person affected; and shall make a record of the proceedings and of the testimony. Should the chairman of the board decide that any person is not entitled to a valid registration or certificate or that an existing valid registration or certificate should be suspended or revoked, the applicant or holder may, within thirty days from the date of the decision of the director, appeal to the district court of the county of the person's residence for a review on the record of such decision, filing a notice of such appeal with the clerk of such district court of the county and at the same time filing a copy of such notice with the chairman of the board. On receipt of such notice, the chiarman of the board shall prepare, certify and forward to the court the record of the proceedings.

Section 16. The chairman of the board, aided and advised by the board, shall administer this act as provided herein. The chairman of the board shall call for written recommendations from the board with respect to the rules and regulations for issuance, renewal, suspension or revocation of all valid registrations and/or certificates provided for by this act.

Section 17. Members of the board shall be immune from suit at any action, civil or criminal, based upon any disciplinary proceedings or other official acts performed in good faith as members of the board.

Section 18. The provisions of this act are declared to be severable. It is the intent of the Legislative Assembly that if a part of this act is invalid, all valid parts that are severable from the invalid part remain in effect. If a part of this act is invalid in one or more of its applications, the part remains in effect and all valid applications that are severable from the invalid applications.

SENATE BILL NO. 255

A BILL FOR AN ACT ENTITLED: "AN ACT TO CREATE AN ADVISORY BOARD TO THE MONTANA HIGHWAY PATROL BOARD FOR THE PURPOSE OF SETTING STANDARDS AND PROCEDURES OF INSPECTION FOR THE MONTANA MOTOR VEHICLE SAFETY CHECK STATIONS AND INSPECTORS.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

Section 1. The following words and phrases when used in this act shall, for the purpose of this act, have the meanings respectively ascribed to them.

(1) "Board", an advisory board appointed by the Chief of the Montana Highway Patrol for the purpose of establishing standards for inspection stations and inspectors who inspect motor vehicles in inspection stations and inspectors who inspect motor vehicles in inspection stations for hire or fees.

(2) "Inspection Stations", designated by the Montana Highway Patrol for the purpose of inspecting motor vehicles for the Montana Safety Check Program.

(3) "Inspectors", persons certified by the Highway Patrol to inspect motor vehicles in designated inspection stations for the compulsory Motor Vehicle Inspection Program.

Section 2. There is hereby created an advisory board to the Montana Highway Patrol. The board shall be composed of not less than five persons nor more than nine, equally represented by employers and employees, employee representatives to be Journeyman Mechanics of four or more years of actual experience, and one person not related to the auto repair industry (this person could be a member of the Highway Patrol). Members of the board shall be appointed by the chief of the Montana Highway Patrol and shall be chosen to give representation on the board from as many sections of the Industry and State as feasible. The members of the board shall serve for four years. Vacancies on the board shall be filled by Chief of the Highway Patrol by appointments at the end of each term or for any unexpired term.

Section 3. The board shall elect annually a chairman and a secretary from the members of the board and shall meet at least four times a year. The chairman or a majority of the members of the board may call a special meeting at any time the chairman or a majority of the board deem it necessary and proper to do so after giving forty-eight hours

notice to all members. Two-thirds of the board members shall constitute a quarum.

Section 4. The members of the board shall serve without compensation but shall receive necessary and actual expenses incurred in the performance of their duties not in excess of those allowed by 59-537, 59-538, and 59-539, R. C. M. 1947.

Section 5. The board shall have the following powers and duties:

(1) It shall aid and assist the chairman of the board in promulgating rules and regulations consistent with the purpose of this act for the purpose of carrying out and implementing this act to the fullest extent allowed by law.

(2) It may call hearings when the board deems it necessary or proper to determine whether any new or improved technique in the inspection of vehicles should be incorporated.

(3) It shall keep records of all its meetings and of all hearings or examinations which it may conduct.

(4) It shall receive or may initiate complaints from any person or persons who may charge any person registered under this act with any dishonest or unethical act or any incompetency in the performance of any work under the act and shall promptly refer their findings to the chairman of the board.

(5) It shall perform any other act necessary to effectuate the purposes of this act.

Section 6. Members of the board shall be immune from suits at any action, civil or criminal, based upon any disciplinary proceedings or other official acts performed in good faith as members of the board.

Section 7. The provisions of this act are declared to be severable. It is the intent of the Legislative Assembly that if a part of this act is invalid, all valid parts that are severable from the invalid part remain in effect. If a part of this act is invalid in one or more of its applications, the part remains in effect and all valid applications that are severable from the invalid applications.

SENATE RESOLUTION NO. 17

A RESOLUTION OF THE SENATE OF THE STATE OF MONTANA REQUESTING THAT THE LEGISLATIVE HIGHWAY INTERIM COMMITTEE STUDY AND REPORT ON A COMPULSORY MOTOR VEHICLE INSPECTION LAW IN MONTANA TO THE FORTY-SECOND LEGISLATIVE ASSEMBLY.

WHEREAS, traffic safety in Montana is a matter which demands immediate and thoughtful attention, and is a subject of our deepest concern, and

WHEREAS, an integral facet of traffic safety is the safe mechanical condition of motor vehicles operated on Montana's roads and highways, and

WHEREAS, it is important the Montana comply as far as possible with federal motor vehicle safety standards, and

WHEREAS, this assembly feels the need for a complete study in which the aid of the Montana Highway Patrol, the State Highway Commission, the Montana Highway Safety Director, and others can be enlisted, and

WHEREAS, it is the desire and goal of all in Montana concerned with traffic safety to present for adoption a suitable method of motor vehicle inspection, preferably by the personnel of the Montana Highway Patrol, which would not be excessive in cost to the motoring public, and yet which would be an effective means of improving the mechanical condition of vehicles on streets and highways.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE STATE OF MONTANA:

That the Legislative Highway Interim Committee is requested to make a study of vehicle inspection programs and report thereon to the Fort-second Legislative Assembly, with proposals for a motor vehicle inspection law to be adopted in Montana.

BE IT FURTHER RESOLVED, that this measure be printed in sufficient numbers for copies to be given to each member of the Legislature, to each member of our congressional delegation, to the chairman

of the Legislative Highway Interim Committee, to the chief of the Montana Highway Patrol, to the members of the Highway Commission, and to the Montana Highway Safety Director; and, that the Montana Highway Safety Director be given fifty (50) additional copies for distribution to appropriate federal officials.

HOUSE BILL NO. 326

32-21-149

A BILL FOR AN ACT ENTITLED: "AN ACT TO AMEND SECTION 32-21-149, R. C. M. 1947, RELATING TO RESTRICTIONS PLACED ON TIRE EQUIPMENT; PROHIBITING USE OF EXCESSIVELY WORN OR MUTILATED TIRES."

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE STATE OF MONTANA:

Section 1. That section 32-21-149, R. C. M. 1947, is amended to read as follows:

"32-21-149. Restrictions as to tire equipment. (a) Every solid rubber tire on a vehicle shall have rubber on its entire traction surface at least one (1) inch thick above the edge of the flange of the entire periphery.

(b) No person shall operate or move on any highway any motor vehicle, trailer, or semitrailer having any metal tire in contact with the roadway.

(c) No tire on a vehicle moved on a highway shall have on its periphery any block, stud, flange, cleat, or spike or any other protuberance of any material other than rubber which projects beyond the tread of the traction surface of the tire, except that it shall be permissible to use farm machinery with tires having protuberances which will not injure the highway, and except also that is shall be permissible to use tire chains of reasonable proportions or pneumatic tires, the traction surfaces of which have been embedded with material such as wood, wire, plastic or metal, upon any vehicle when required for safety because of snow, ice, or other conditions tending to cause a vehicle to skid.

(d) The commission and local authorities in their respective jurisdictions may in their discretion, issue special permits authorizing the operation upon a highway of traction engines or tractors having movable tracks with transverse corrugations upon the periphery of such movable tracks or farm tractors or other farm machinery, the operation of which upon the highway would otherwise be prohibited under this act.

(e) No person shall operate or move on any highway and motor vehicle, trailer, or semitrailer having any tire that is worn so that less than two thirty-seconds (2/32) inch tread depths remains when measured in any two (2) adjacent major grooves at three (3) equally spaced intervals

around outside of tire; or any tire that is worn so that the tread wear indicators contact the road in any two (2) adjacent major grooves at three (3) equally spaced intervals around outside of tire; or any tire that has worn spot that exposes the cord through the tread. In addition, any tire that has tread cuts, snags or sidewall cracks in excess of one (1) inch in any direction, and deep enough to expose cords or any tire with a visible bump, bulge or know indicating partial failure or separation of the tire structure shall be deemed unsafe equipment and its use prohibited."

Section 2. That this act shall be in full force and effect after its passage and approval.

SENATE BILL NO. 206

A BILL FOR AN ACT ENTITLED: "AN ACT RELATING TO THE COMPETENT AND SAFE REPAIR OF HIGHWAY OPERATED VEHICLES; CREATING A REGULATORY BOARD; PRESCRIBING POWERS AND DUTIES; REQUIRING THE CERTIFICATION OF MECHANICS AND THE REGISTRATION OF SERVICE DEALERS; ESTABLISHING COMPETENT AND SAFE REPAIR STANDARDS AND PRACTICES; AND PROVIDING PENALTIES.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE STATE OF MONTANA:

Section 1. This act shall be known as the automotive repair responsibility act.

Section 2. From and after the effective date of this act, it shall be unlawful for any person, partnership, firm or corporation to engage in the repair of vehicles without first having secured a valid registration to do so, in accordance with the provisions of this act, provided, however, that the provisions of this act shall not apply to any person, firm, partnership, corporation or association of persons who are fleet owners and as such repair their own vehicles.

Section 3. The general purpose of this law is to protect and promote the safety and general welfare of the people of Montana by promoting safe and effective automobile repair standards and practices.

Section 4. From and after the effective date of this act, it shall be unlawful for any person to work as, or to offer to work as, an automotive mechanic, or an apprentice, without having a certificate as provided for in this act.

Section 5. For the purposes of this act the words and phrases used herein have the following meaning:

(1) "Service dealer" includes any person, firm, partnership, corporation or association of persons engaged in the business of general automotive repairing or in any of the specialty subdivisions of the business of automotive repairing but shall exclude any person, firm, corporation, partnership or association of persons operating gasoline stations who are engaged in repairs to tires, changing tires, lubricating vehicles, changing light bulbs, windshield wiper blades, oil filters, fan belts, and minor accessories commonly serviced and installed by operators of gasoline stations in the state of Montana, and shall also exclude the federal and state government and subdivisions thereof and all manufacturing and/or assembling of new vechicles.

(2) "Registered service dealer" includes any service dealer who has secured a valid registration from the director of the department of licenses authorizing the service dealer to engage in general automotive repairing or any of the specialty subdivisions thereof as defined herein.

(3) "Automotive mechanic" means any person who is engaged in automotive repairing as defined herein for hire, or wage, fee or reward but shall exclude all production workers employed in the manufacture or mass rebuilding of automotive units provided they work under the supervision and inspection of a certified atuomotive mechanic under the provisions of this act. For the purposes of this section a production worker shall be defined as a person performing production repetitive work that requires little or no special training, skill or knowledge.

(4) "Certified automotive mechanic" means any automotive mechanic having a valid certificate under this act certifying them as being qualified to engage in general automotive repairing and/or being qualified to engage in one or more of any of the specialty subdivisions of the trade of automotive repairing.

(5) "Automotive repairing" means and includes all repairs to vehicles commonly performed in a general repair shop which shall include such work as the installing or exchanging of all mechanical parts or units in or upon any vehicle or making any electrical or mechanical adjustment to the same. The term "automotive repairing" shall also include the work performed in ships that specialize or limit their work to one of the specialty subdivisions of the trade of automotive repairing, including but not limited to all shops that specialize in automotive body and refinishing work, frame and front end repair and adjustment work, brake work, transmission work, radiator repair work, tune-up and such other specialty subdivisions of the trade or business of automotive repairing that a service dealer might engage in.

(6) "Apprentice" means one who has been indentured to serve as an apprentice under the applicable laws of the state of Montana to assist and work under the direct supervision of a certified automotive mechanic.

(7) "Board" means the State Board of Vehicle Repair.

(8) "Vehicle" means every device capable of being moved upon public highways in, upon or by which any person or property is or may be transported or drawn upon a public highway except such equipment whose principal use shall be for agricultural purposes and all devices moved by human or animal power or used exclusively upon stationary rails or tracks.

Section 6. To register and secure a valid registration, a service dealer shall:

(1) Be engaged in a bona fide business operation with a fixed place of business;

(2) Comply with all applicable state, county and municipal licensing and zoning regulations;

(3) Submit evidence satisfactory to the chairman of the board that the owner of such business is a certified automotive mechanic or that a full time certified automotive mechanic is employed by him; PROVIDED, that the fact that a certified automotive mechanic is employed by a service dealer shall not relieve the service dealer of liability to the public for service work performed by his employees;

(4) Swear under oath subject to the penalties for perjury that all statements made in the application are true.

(5) Submit with an application for a valid registration the fee required by section 8 of this act.

Section 7. Application by service dealers for a valid registration shall be made on forms prescribed by the chairman of the board and approved by the board, which forms shall include provisions for proof of compliance with section 6 of this act.

Section 8. The initial fee for a valid registration shall be fifty dollars. Thereafter, this valid registration may be renewed on or before June 30th of each year for a fee of twenty dollars. The valid registration of a service dealer shall be nontransferable.

Section 9. All charges made by a registered service dealer shall be made out on a duplicate bill form, which shall clearly indicate the nature and extent of the service for which the charge is made and shall be itemized to show the charges for labor and parts and /or material. The billing shall show the firm name and the business address of the registered service dealer and shall contain a notation sufficient to identify the certified automotive mechanic who has performed the service work. The billing shall also show the customer's name and address and the make and model and year of the vehicle upon which the service was performed.

Section 10. Registered service dealers shall display their valid registration prominently in their place of business.

Section 11. A certificate shall only be granted to automotive mechanics who shall:

(1) Apply to the board for such certificate under provisions of this act.

(2) Submit proof satisfactory to the obard that the applicant either:

(a) Has satisfactorily completed an approved apprenticeship training program consistent with the apprenticeship standards approved by the Montana State Apprenticeship Council;

(b) Has had four or more years practical experience in general automotive repairing; and/or

(c) Has had four or more years practical experience in one or more of the specialty subdivisions of the trade or craft of automotive repairing.

(3) Be entitled to a certificate without examination under the provisions of section 24 of this act.

Section 14. Application for an apprentice's certificate shall be made on forms prescribed by the chairman of the board and approved by the board and the Montana state apprenticeship council, which forms shall include provisions for proof that the applicant is engaged in training for the service of vehicles in accordance with state apprenticeship standards.

Section 15. Appropriate examinations for certified automotive mechanic certificates under this act shall be developed by the board for the purpose of determining the qualifications of the applicants. One group of examinations shall be developed to determine the qualifications of the applicants. One group of examinations shall be developed to determine the qualifications of automotive mechanics to work on general repairs in any one of the apprenticeship divisions of the trade or craft of automotive repairing recognized and approved under the Montana state apprenticeship laws. The second group of examinations shall be developed by the board to determine the qualifications of applicants for certification in one of these specialty subdivisions of the trade or craft of automotive repairing. Such examinations shall be partly in writing, partly oral and partly manual and shall be of such nature as to constitute an adequate test of whether the person examined has such knowledge, practical ability and manual skill as is essential to engage in automotive repairing and/or one of the specialty subdivisions thereof. Such examinations shall include questions, the answers to which shall determine

whether the applicant has sufficient technical knowledge of automotive repairing to be able to competently repair vehicles in a workmanlike manner. The applicant shall also be required to file a practical demonstration of his skill in the manipulation and handling of tools and testing equipment sufficient to demonstrate his ability to do good workmanlike work as a certified automotive mechanic and sufficient to protect the public insofar as the applicant's competency is concerned.

Section 16. Applications for a certificate shall be filed at least thirty days prior to the date scheduled for an examination to be entitled to be able to take such examinations.

Section 17. If the chairman of the board determines that an applicant is qualified to take the examination and the applicant successfully passes the examination, the chairman of the board shall certify the applicant and issue him a certificate as a certified automotive mechanic.

Section 18. After filing an application and payment of the fee provided for in section 19 of this act and showing satisfactory evidence of experience, such applicant may be given a temporary permit to work as an automotive mechanic until such time as he can be given an examination by the board provided that such temporary permit shall not extend beyond the date of the next examination.

Section 19. The fee for examination as a certified automotive mechanic shall be five dollars which shall constitute payment of the certificate fee for the first year or fractional part thereof if applicant successfully passes the examination and is issued a certificate. The certificate shall be renewable on payment of a three dollar fee on or before June 30th of each year. No examination shall be required for renewal of a certified automotive mechanic's certificate unless substantial evidence is produced in a hearing before the board questioning the competency of a certified automotive mechanic, in which case the board may require examination or re-examination with a renewal certificate to be issued only in the event of the examination being passed; provided, that persons certified pursuant to section 25 of this act shall pay a fee of three dollars. Certificates shall be nontransferable.

Section 20. No fee shall be charged for an application for or issuance of an apprentice certificate.

Section 21. All repair work shall be performed by or under the direct personal supervision of a certified automotive mechanic.

Section 22. All certified automotive mechanics employed by the registered service dealer or self-employed as a registered service dealer and all apprentices employed by a registered service dealer shall be furnished with and shall carry and exhibit upon request of any person, identification cards or other identification which shall show the name and the certificate number of the certified automotive mechanic or apprentice and the expiration date of such certificate. The identification card and the certificate of a certified automotive mechanic shall clearly state that the certified automotive mechanic is either certified and qualified to perform general repair work, or is certified and qualified to perform work in one of the specific specialty subdivisions of the trade or craft of automotive repairing.

Section 23. The chairman of the board shall keep a register in which shall be recorded the names and addresses of all persons to whom temporary permits, certificates and valid registrations are issued under this act. Such register shall at all times be open for public inspection.

Section 24. After the effective date of this act the chairman of the board shall waive examinations for certified automotive mechanics under this act for each applicant who submits sufficient proof that such applicant has had practical experience in the repair industry or any of the branches or subdivisions thereof for four or more years prior to the effective date of this act. Applicants for certificates under this section must file applications within ninety days from the effective date of this act and each applicant shall be subject to the oath requirements set forth in section 11 of this act in filing their applications.

Section 25. There is hereby created a commission to be known as the Montana state board of vehicle repair which shall be an administrative agency of the state of Montana. The attorney general shall be the legal advisor of the board and shall represent it at all legal proceedings. The board shall be composed of five persons, two of whom are certified automotive mechanics and two of whom are registered service dealers, and one member who is not associated with the industry. Members of the board shall be appointed by the governor of the state of Montana and shall be chosen to give representation on the board from as many sections of the state as feasible. The members of the board shall serve for four years. Vacancies on the board shall be filled by the governor by appointments at the end of each term or for any unexpired term.

Section 26. The first board named shall be composed of persons qualified to be certified under this act as certified automotive mechanics and/or qualified for a valid registration as a registered service dealer. Any person named to the board who files to obtain a certificate

under this act or a valid registration, as the case may be, for a period of six (6) months after this act becomes effective, shall forfeit his or their position on the board.

Section 27. The board shall elect annually a chairman and a secretary from the members of the board and shall meet at least four (4) times each year. The chairman or a majority of the members of the board may call a special meeting at any time the chairman or a majority of the board deem it necessary and proper to do so after giving forty-eight (48) hours notice to all members. Three (3) members of the board shall constitute a quorum.

Section 28. The members of the board shall serve without compensation but shall receive necessary and actual expenses incurred in the performance of their duties not in excess of those allowed by 59-537, and 59-539, R. C. M. 1947.

Section 29. The board shall have the following powers and duties:

(1) It shall aid and assist the chairman of the board in promulgating rules and regulations consistent with the purposes of this act for the purpose of carrying out and implementing this act to the fullest extent allowed by law.

(2) It may call hearings when the board deems it necessary or proper to determine whether any new or improved technique in the service of vehicles should be incorporated in the requirements for examinations for certificates of certified automotive mechanics or the valid registration of registered service dealers.

(3) It may employ such help including clerical help, as shall be necessary and proper in carrying out the functions of the board.

(4) It shall keep a record of all its meetings and of all hearings or examinations which it may conduct.

(5) It shall receive or may initiate complaints from any person or persons who may charge any person registered under this act with any dishonest or unethical act or any incompetency in the performance of any work under the act and shall promptly refer their findings to the chairman of the board.

(6) It shall consult with and cooperate with the board on all provisions of this act.

(7) It shall perform any other act necessary to effectuate the purposes of this act.

Section 30. The state board of vehicle repair shall have power to promulgate and enforce such rules and regulations, not in conflict with the constitution of Montana and laws of the state of Montana, for carrying out and enforcing the provisions of this act.

Section 31. The following acts or practices are a violation of this act and are prohibited:

(1) To place advertisement for services to vehicles which is false and misleading to the public.

(2) To perform any act or practice as a registered service dealer or a certified automotive mechanic which will have a natural tendency to deceive and defraud any person.

(3) To advertise for or solicit business or so do business as a service dealer or to advertise for or to do business which can only be performed legally by a registered service dealer without being the holder of an unrevoked and valid registration.

(4) To perform services as an automotive mechanic without being holder of a current and unrevoked certificate as a certified automotive mechanic.

(5) To perform services as an automotive mechanic without being employed by a registered service dealer unless such automotive mechanic is the holder of a valid registration and is a certified automotive mechanic.

(6) To perform general repair work while holding a limited certificate as a certified automotive mechanic in one of the specialty subdivisions of the trade or craft of automotive repairing.

Section 32. The violation of any provision of this act or any rule or regulation promulgated hereunder may be the ground for revocation or suspension of any valid registration or certificate.

Section 33. The chairman of the board may refuse to issue a valid registration or certificate or may suspend or revoke any valid registration or certificate under this act for violations of this act or for the practice of fraud or deceit in obtaining a valid registration or certificate or for dishonesty or fraud in the service business.

Section 34. In all proceedings for the revocation or suspension of a valid registration or a certificate or the refusal to issue a valid registration or a certificate or where the applicant or holder thereof has violated any provisions of this act the chairman of the board may call a hearing to give the person affected an opportunity to show cause why his application should not be refused or why his valid registration or certificate should not be revoked or suspended.

Notice of the hearing shall be given in writing by registered mail to the holder or applicant of such valid registration or certificate and shall designate a time and place for the hearing before the chairman of the board which shall not be less than twenty (20) days from the date of said notice. The chairman of the board may require the attendance of any witnesses or documents by issue of subpoenas upon motion either of the board or the person affected, and shall make a record of the proceedings and of the testimony. Should the chairman of the board decide that any person is not entitled to a valid registration or certificate or that an existing valid registration or certificate should be suspended or revoked, the applicant or holder may, within thirty (30) days from the date of the decision of the director, appeal to the district court of the county of the person's residence for a review on the record of such decision, filing a notice of such appeal with the clerk of such district court of the county and at the same time filing a copy of such notice with the chairman of the board. On receipt of such notice, the chairman of the board shall prepare, certify and forward to the court the record of such decision, filing a notice of such appeal with the clerk of such district court of the county and at the same time filing a copy of such notice with the chairman of the board. On receipt of such notice, the chairman of the board shall prepare, certify and forward to the court the record of the proceedings.

Section 35. The chairman of the board, aided and advised by the board, shall administer this act as provided herein. The chairman of the board shall call for written recommendations from the board with respect to the rules and regulations for issuance, renewal, suspension or revocation of all valid registrations and/or certificates provided for by this act.

Section 36. Nothing in this act shall be construed to prohibit any person from repairing or maintaining his own vehicle.

Section 37. Members of the board shall be immune from suit at any action, civil or criminal,based upon any disciplinary proceedings or other official acts performed in good faith as members of the board.

Section 38. If any person engages in the repair business without a valid registration or if any person performs services as an automotive mechanic without a valid certificate to do so or if any person performs services as an apprentice without a valid certificate to do so or if any person violates the provisions of this act the attorney general, any prosecuting attorney, the chairman of the board or any citizen of the same county as the violator may maintain an action in the name of the state of Montana to enjoin such person from engaging in the further performance of any such acts. The injunction shall not relieve from criminal prosecution but shall be in addition to the liability of such offender for criminal prosecution and to suspension or revocation of his valid registration and/or certificate.

Section 39. All fees and monies collected pursuant to the provisions of this act shall be accredited to a special account to be known as the automotive repair responsibility fund account of the general fund, and shall be used to carry out the provisions of this act.

Section 40. The provisions of this act are declared to be severable. It is the intent of the legislative assembly that if a part of this act is invalid, all valid parts that are severable from the invalid part remain in effect. If a part of this act is invalid in one or more of its applications, the part remains in effect and all valid applications that are severable from the invalid applications.

MOTOR VEHICLE REGISTRATION

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES

A. Section 53-101, Revised Codes of Montana (1947)

B. Compliance-related legislation summary

C. Description of "Gross Vehicle Weight Data System Conversion"

MOTOR VEHICLE REGISTRATION

PURPOSE

I. "To provide a means of identifying the owner and the weight, size and carrying capacity of every vehicle licensed to be operated in the state, and to make such data available for traffic safety studies and research, accident investigation, enforcement and other operational uses."

II. "To provide a means for aggregating ownership and vehicle information for:

(a) Accident research

(b) Planning and development of streets, highways related facilities; and

(c) Other operational uses".

(Highway Safety Program Standard, Motor Vehicle Registration)

PRESENT STATUS

A. Introduction

In Montana, the Warden of the State Penitentiary is also the Registrar of Motor Vehicles. Section 53-101 of the Revised Code of Montana (1947) specifies the duties of the Registrar of Motor Vehicles and the records he is legally obligated to keep. This section of the code is shown in Appendix A.

The Gross Vehicle Weight (GVW) section of the Highway Department, located in the State Capitol of Helena, maintains the gross laden weight records of all commercial vehicles. Additionally, the GVW section maintains records relative to the taxation of commercial vehicles owned out of the state, but

operating within the state as well as those commercial vehicles owned and operated within the state. The registration records relevant to these vehicles are maintained by one registrar. To date, the Montana motor vehicle registration data system is virtually all manual utilizing no data processing equipment. However, the system satisfactorily maintains the data elements required by the standard. The performance of the current system relative to rapid entry, updating, and retrieval is far below that of a computer based system in terms of access and output time.

As of December 31, 1969, there were approximately 600,000 vehicles registered in the state of Montana. While this is a relatively small number of vehicles, the present labor force maintained by the Registration Department is unable to keep up-to-date registration files.

Also effective July 1, 1969, when a vehicle Title is transferred, the license plates will remain with the person rather than the vehicle. This was authorized by Senate Bill No. 97, passed during the 1969 session of the legislature and signed by the Governor.

In January, 1970, the Registrar of Motor Vehicles will require that all owners of Motor Vehicles in Montana to send in their present titles in order to receive new ones. The purpose of this action is to purge the record system of title data which is no longer needed. Many vehicles have been junked or otherwise disposed of without this information having been transmitted to the Registrar. These unneeded titles take up valuable space which is needed for other data, and they increase search time for valid titles.

During the 1969 session of the legislature, there were approximately twenty-six bills introduced, thirteen of which were enacted, relating directly or indirectly to Motor Vehicle Registration.

Appendix B shows a list of compliance-related legislation extracted from the Combined Final Status of the 41st Legislative Regular and Extraordinary Session on the Senate and House of Representatives. The list reflects whether the Bills were passed or killed.

The Registration standard does not deal mainly with the structure of the Registration system, but with the rapidity with which information can be entered and retrieved from the system. The two Bills that were introduced and passed which affect the rapidity of storage and retrieval may be summarized as follows:

- Senate Bill No. 259 -- Permitting microfilming of released conditional sales contracts, chattel mortgages, records and destruction of original documents
- House Bill No. 263 -- Permitting the use of electronic recording and storage media for maintenance of records by Registrar of Motor Vehicles

Some of the remaining Bills that passed and have important system implications dealt with:

- S. B. 97 -- Plates remaining with the person instead of the vehicle
- H. B. 137 -- Registration of snowmobiles
- H. B. 498 -- Alteration of Motor Vehicle Identification numbers

Some Bills that were adjudged to be important but were killed

dealt with:

- H. B. 193 -- Financial responsibility upon registration of a motor vehicle
- H. B. 490 -- Impose annual motor vehicle charges within a municipality

B. Required Data

All of the following data is recorded in the registration records system:

- Make
- Model year
- Identification number
- Type of body
- License plate number
- Name of current owner
- Current address of owner

Information regarding the gross laden weight of commercial vehicles is kept by the GVW section of the Highway Department.

C. Registration Files Maintained

Registration data files are maintained and filed by:

- License plate number
- Motor number
- Name (in alphabetical order)

The plate number file is on two rotating drum Diebold filing machines. The motor number and name files are kept in file drawers. A title file exists, filed by title number, and is also kept in a file drawer.

D. Time Required to Enter New Data into the Records System

The time required to put new data into the records system may be divided as follows:

- The time required for the data to reach the Motor Vehicle Registration Department

- The time required to put new data into the records sytem, once it has reached the Registration Department is variable.

It should be noted that not all new data received by the Registration Department must pass through the County Treasurer's Office. For example, information such as stolen car records is sent directly to the Registration Department and the Highway Patrol.

In general, delays in the time required for the information to reach the Registration Department are due to a County Treasurer's Office being unable to handle the re-registration workload and the time required for mailing information to the Registration Department. Delays of thirty days and more have been experienced in receiving information from the counties.

Once data has reached the Registration Department, the time to put the data into the system depends theoretically upon the following:

- Type of status change requiring new records
- Records file in question
- Work priorities assigned to a limited labor force

Whenever extensive delays in getting data into the system occur, they are caused by the limitations of the labor force. The minimum time required to put a particular data element in a specific file depends upon the type of status change to be recorded.

Some of the status changes to be analyzed and flow-charted in the current Montana Traffic Records Study are:

- New Title
- Title Transfer
- Duplicate Title
- Duplicate Registration Certificate
- Duplicate License Plate
- Stolen Car Status Change

- Registration Suspension
- Registration Revocation
- Registration Cancellation (including the junking of cars)

E. File Maintenance

1. Top priority has been given to the license plate number file. This file is kept current on a daily basis. However, the current work force has been unable to keep the motor number or name files up-to-date. As of June 1, 1969, approximately three-quarters of the motor number and name files for the 1968 registration year were filed.
2. A stolen car file is maintained daily. Incoming data is received principally via radio.
3. Another record file is kept on the new cars sold, classified by county. Since this file is not generally queried, but rather is used to publish monthly summaries, the time to put this information on file is not critical.

One change that may speed up the data input system is the requirement, beginning in 1970, that each county submit four type-written copies of the Registration Certificate. Currently, they may be written in pencil, thereby requiring retyping by the Registration Department.

F. Time Required to Retrieve Data from the System

The time required to retrieve data from the Vehicle Registration Data System depends upon the registration information supplied to the system, not the registration information desired.

The license plate number, name, and motor number files all contain identical registration information. The approximate times to search these files when license plate number, name and motor number information is supplied as input is shown in the chart below:

Input Information	File-Search Time (up-to-date file)	File-Search Time (non up-to-date file)
License Plate Number	Less than 1 minute	All up-to-date
Name	Less than 5 minutes	Less than 24 hours
Motor Number	Less than 5 minutes	Less than 24 hours

Two file search times are shown for the name and motor number files. One is shown for the case in which the registration record sought has been filed in the system, and the other for the case in which it has not been (recalling from the previous section that name and motor number files are not up-to-date).

Generally, the request for vehicle possession authorization does not require the title file to be searched. However, in cases where it does, the title file can be searched in less than five minutes, except for some 200,000 titles (prior to 1930), which have been moved to another location due to lack of storage space.

Presently, "Identification and ownership of vehicle sought for enforcement or other operational needs" involves basically the same process as "rapid audio or visual response" discussed above.

The requests for registration and titling information may be classified according to some of the following considerations:

- Individual or department making the request
- The requestor's required or desired service time

- The Registration Department's assignment of priorities
- The number of requests received
- The communications media used to make the request, i.e., telephone, letter or radio
- The desired registration or titling information
- The requestor's input information

The highest priority requests are generally associated with enforcement organizations and are received by radio or phone. Insurance company requests, which frequently involve searching the title file, are usually received by mail.

The number of requests received for searching the registration and title data files is important from the point of view of the work required to retrieve data from the existing files. The following is a breakdown based on available information on the number of requests for registration information by data input category. (Requests for information that have more than one input data element and title number have been averaged out):

(a) LETTERS	(b) TELEPHONE	(c) RADIO
25 per day, mostly by name & plate number	25 per day, all types	120 per day, 99% by plate number, very few others

The registered gross laden weight of every commercial vehicle is recorded. The Gross Vehicle Weight Registration Data System has had Commercial Vehicle data on punched cards for several years, but does not currently have an "on-line" system. Montana has applied for a project grant from the National Highway Safety Bureau. "Gross Vehicle Weight Data System Conve-

sion," to put this data on-line, thereby permitting direct access to Vehicle Registration Data. When this conversion is implemented, Montana will comply with the standard insofar as commercial vehicles are concerned. The description of the project is shown for reference in Appendix C.

PROPOSED PROGRAM

A detailed, proposed program does not appear in this report because a Traffic Records Study is currently being conducted. A program plan and implementation schedule for Motor Vehicle Registration will be developed after the report of the Montana Traffic Records Study has been evaluated.

The scope of the Traffic Records Study includes the following objectives for a proposed Vehicle Registration Program:

- Rapid entry of data into the system including an analysis of:
  - . The time for the data to reach the central records system
  - . The time to file the data, once it has reached the central records system for at least the following registration data filed by:
    - o License plate number
    - o Motor number
    - o Name
  - . For title data filed by number
  - . For stolen car data the master file is short enough so that the ordering is not significant
- Rapid retrieval of data from the system including:
  - . The time to retrieve up-to-date and non-up-to-date registration data and title for the following input information categories:
    - o License plate number
    - o Name
    - o Motor number

  Additionally, the following will be studied: the need for additional files
- User requirements and priorities for output data

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 2.0 Motor Vehicle Registration

An implementation schedule has not been adopted because a formal TRAFFIC RECORDS STUDY is in progress. Based on the results of this study, a program plan and implementation schedule will be developed.

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

2. MOTOR VEHICLE REGISTRATION

	IN EFFECT	IN PLAN*
Every Vehicle Operated on Public Highways		
Is Registered		
Registration Contains Specified Information		
Rapid Entry of New Data		
Controls on Delays		
Rapid Response to Priority Requests for Vehicle Possession Authorization		
Audio		
Visual		
Data is Available to Authorized Sources		
Identification and Ownership Data Available for Enforcement or Operational Needs		
Program Periodically Reviewed		

*[illegible] is completed.

PRELIMINARY ESTIMATED COSTS

MOTOR VEHICLE REGISTRATION*

*Costs will be provided in detailed Traffic Records study -- currently being conducted.

APPENDIX A

MOTOR VEHICLE—REGISTRATION

53-101. Duties of Registrar of Motor Vehicles—Records. 1. The warden of the state penitentiary shall be, and is hereby constituted the registrar of motor vehicles, trailers and semitrailers, and as such it shall be his duty to keep a record as hereinafter specified of all motor vehicles, trailers and semitrailers of every kind, and certificates of registration and ownership thereof, and of all dealers in motor vehicles.

2. In the case of motor vehicles, trailers and semitrailers, the record shall show the following: Name of owner, residence by town and county, business address, name and address of conditional sales vendor, mortgagee or other lien holder and amount due under contract or lien, manufacturer of car, manufacturer's designation of style of car or vehicle, identifying number, year of manufacture, character of motive power and shipping weight of car as shown by the manufacturer and the distinctive license number assigned such car or vehicle; and, if a truck or trailer, the number of tons capacity, and such other information as may from time to time be found desirable.

3. The registrar shall file applications for registration received by him from the county treasurers of the state and register the vehicles therein described and the owners thereof in suitable books or on index cards, as follows:

(a) Under distinctive license number assigned to vehicle by the county treasurers.

(b) Alphabetically under name of owners.

(c) Numerically under make and identifying number of vehicle.

(d) Such other index of registration as registrar shall deem expedient.

4. In the case of dealers the records shall show the information contained in the application for dealer's license as required by section 53-115, as well as the distinctive license number assigned to the dealer.

5. The registrar of motor vehicles shall appoint such deputies, subordinate officers, clerks, investigators and other employees as may be necessary to carry out this act, providing, there be selected as many of the clerical help from the inmates of the state prison as the registrar determines to be possible. The salaries of all such appointees shall be fixed by the reg-

istrar of motor vehicles as authorized by the state board of examiners, with respect to salaries of other subordinate state officers and employees.

6. All office equipment, books, files and records belonging to the motor department shall be in the care and general custody and control of the registrar of motor vehicles at the state penitentiary. In order to prevent an accumulation of records and files which shall have ceased to be of any value the registrar of motor vehicles shall have the authority and it shall be his duty to destroy all correspondence, motor card and application card records after the expiration of five (5) years from the date thereof, and all conditional sales contracts and chattel mortgages and records pertaining thereto after the expiration of five (5) years after the date the same have ceased to be liens on the motor vehicles described therein.

7. The registrar may establish and maintain a shortwave radio station in order to report motor vehicle registration information to the highway patrol, sheriffs, and to chiefs of police of each incorporated city of the state who are able to communicate with such shortwave radio station.

8. All such records shall be open to inspection during all reasonable business hours and the registrar of motor vehicles shall furnish any information from said records upon payment by the applicant of the cost of transcribing the information requested.

53-102. **Penalty for Violations—Enforcement of Provisions.** The violation of any of the provisions of sections 53-101, 53-106, 53-106.1, 53-106.2, 53-106.6, 53-107, 53-108, 53-109, 53-114, 53-115, 53-116, 53-117, 53-119, 53-120 and 53-121, shall constitute a misdemeanor and shall be punishable by a fine of not exceeding twenty-five dollars ($25.00). Nothing herein contained shall prevent the prosecution of a person for an offense committed under any other law.

It is hereby made mandatory upon all police and peace officers of the state, of the counties of the state, and of towns, cities and villages to carry out the provisions of sections 53-101, 53-106, 53-106.1, 53-106.2, 53-106.6, 53-107, 53-108 and 53-109, and sections 53-114 to 53-121.

53-103. (1755.2) **Previous Registration Receipt to Accompany Application for Registration.** The treasurer of any county shall not accept any application

APPENDIX B - 1

COMPLIANCE-RELATED LEGISLATION

SENATE		PASSED		
	97.	Graham, et al.	Pertaining to registration of motor vehicles and the removal, transfer, and application of license plates.	Signed by Governor, 2/26/69. Effective 7/1/69. Chapter 127.
	259.	Keenan	Microfilming of released conditional sales contracts, chattel mortgages, records and destruction of original documents.	Signed by Governor, 2/24/69. Effective 7/1/69. Chapter 115.
HOUSE				
	137.	Dye, et al.	Registration of snowmobiles.	Signed by Governor, 3/13/69. Effective 7/1/69. Chapter 326.
	263.	Brand, Jurcich, et al.	To permit the use of electronic recording and storage media for maintenance of records by registrar of motor vehicles.	Signed by Governor, 3/4/69. Effective 7/1/69. Chapter 207.
	498.	Kosena by request	Relating to altering identification numbers of motor vehicles.	Signed by Governor, 3/6/69. Effective 7/1/69. Chapter 25[illegible].
SENATE		KILLED		
	195.	McGowan	Certificates of title for scrapped and rebuilt motor vehicles.	Killed in House, State Administration Committee, 2/25/69.

HOUSE

393.	Knudsen, Christiansen, Wayrynen	To require proof of financial responsibility by motor vehicle owners.	Killed in House Committee, 2/7/69.
405.	Cranston, Stratton, et al.	Providing proof of financial responsibility upon registration of motor vehicle.	Killed in House Committee, 2/7/69.

H.B. No.	Author		Last History
490.	Cranston, Fagg, et al.	To impose annual motor vehicle charges within the municipality.	Killed in House Committee, 2/9/69.

SCHEDULE A

GENERAL PROJECT INFORMATION

PART I

ITEM 6. DESCRIPTION OF PROJECT

The purpose of this project is to provide the means by which all trucks operating in the State of Montana will be registered on a system that will provide immediate access to registration and identification information. Montana has had truck registrations on a data processing system for several years; however, the system is card oriented and does not provide immediate access to information pertaining to individual vehicles. The information necessary to build a direct access file as listed in Highway Safety Program Standard 4.4.2 or Motor Vehicle Registration is all currently included in the punch card system. Therefore, the capturing of the information necessary to build the direct access file in accordance with the above standard is already complete. The part that remains is the design of the direct access record and conversion of the data from the present form to fit that record. The purpose of this project is to provide budget relief in the present truck registration system and to allow the Gross Vehicle Weight Section and the Data Processing Section to expand their personnel and computing equipment capacity to the point that they can accomplish the desired objectives of Safety Standard 4.4.2.

This project is a natural first step to the overall state plan for converting all Motor Vehicle Registrations to a direct access system. The record layout for trucks will be designed with all motor vehicles in mind. Thus, when the conversion of all other vehicle registrations is begun, those registrations can be integrated into the same system with truck registrations. By this method, a logical step-by-step procedure is automatically established for the full implementation of a Motor Vehicle Registration System for the State of Montana in accordance with the requirements of Safety Standard 4.4.2.

This project will also bring Montana one step closer to the implementation of Traffic Records System as defined in Highway Safety Program Standard 4.4.10. Motor Vehicle Registrations, together with Driver Licenses, which is already under way, are both included as requirements for a complete Traffic Records System. By starting on Motor Vehicles with this project, the State will be in a good position to correlate this work with the Driver License work with the total Traffic Records System as the ultimate goal.

The project director is fully aware of the residual value factors involved in any acquisition of equipment. His signature on this HS-1 form indicates that this agreement is understood.

ADDENDUM TO SCHEDULE A, SECTION II, PAGE 4

This project as outlined in the preceeding pages, constitutes a plan of attack on the Motor Vehicle Registration Program in Montana. While Montana is still registering automobiles and motorcycles by a manual process, the Gross Vehicle Weight Division, which presently accounts for nearly one third (1/3) of the total vehicle registration spectrum, has proceeded to a point of preparing data into computer form.

It has been stated in Section I of this project application, that Montana will be able to go "on line" if this project is approved. Montana does not at the present time have any "on line" input or output of data relating to Driver Licensing or Motor Vehicle Registration. We do however, have the Driver License file nearly converted and ready to go "on line".

This project would allow Montana to move toward a means of rapid retrieval and entry of data, as a first phase of a total registration program. The objectives outlined in the project, follow the intent of the standard, 4.4.2, Motor Vehicle Registration. This project is designed to be integerated with any other data system currently being contemplated to be installed within the state for Highway Safety work. It is also compatible with existing systems within the State. While the project is the largest applied for to date in Montana, it is

MOTORCYCLE SAFETY

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES

A.	House Bill-214	An Act Requiring Motorcycles, Operators, and Passengers to be Equipped to Provide Maximum Safety.
B.	Great Falls Ordinance 154	Requiring the Use of Protective Headgear by Operators, and Passengers of Motorcycles.
C.	Senate Bill 198	An Act Requiring Operators of Motorcycles to be Examined and Licensed in Order to Operate Said Vehicle.

MOTORCYCLE SAFETY

PURPOSE

"To assure that motorcycles, motorcycle operators and their passengers meet standards which contribute to safe operation and protection from injuries." (Vol. 3, Highway Safety Program Manual, Motorcycle Safety).

PRESENT STATUS

A. At present, there are two categories of lawful motorcycle operators in Montana, those who hold a valid motor vehicle operator's license and those who hold a "motorcycle only" permit.

1. Those who hold the valid operator's permit may lawfully operate a motorcycle without any examination (written or road) on a motorcycle. Additionally, the operator's permit does not have to be endorsed to permit the operation of a motorcycle.

2. Those who hold a "motorcycle only" permit have been successfully examined on motorcycle operation and are permitted to operate a motorcycle. However, a holder of this permit is not lawfully able to operate any other type of motor vehicle. This permit is usually issued when the parent or guardian of an individual wishes him to operate only a motorcycle.

B. There is currently no examination or re-examination designed specifically for motorcycle operation. However, in the case of the issuance of a "motorcycle only" permit, a figure 8 motorcycle road test is conducted by the Driver Licensing section of the Highway Patrol. Further, a written examination is provided for knowledge of the

motorcycle rules of the road in accordance with the Uniform Vehicle Code. An act requiring the examination and separate licensing of motorcycle operators was introduced and defeated by the 1969 Montana Legislature. A copy of this act may be found in Appendix C of this section.

C. Montana does not require the wearing of approved safety helmet protection and/or eye protection either by operator or passenger when riding a motorcycle on a Statewide basis. However, the cities of Great Falls, Lewistown, Billings, and Missoula have enacted local ordinances requiring the use of protective equipment, including safety helmets. A copy of the Great Falls local ordinance No. 154 requiring the use of such protective equipment is presented in Appendix B of this section.

House Bill 214 was introduced into the Legislature which would require the use of protective equipment as well as setting limits on the extension of handle bars, providing the passenger with handgrips and footrests , setting braking requirements, establishing standards for reflection and lights. This bill was defeated by the 1967 legislature and was reintroduced and defeated in the 1969 legislature. A copy of this proposed legislation is presented as Appendix A.

D. While no formal motorcycle inspection program is currently in operation in Montana, motorcycles are inspected under two circumstances -- (a) when an applicant presents himself for a "motorcycle only" permit and (b) when a motorcycle is stopped during a routine motor vehicle inspection roadblock. Neither of these inspections provide in-depth examination of the vehicle, but are simply checked for braking, lights, and for other readily observable possible defects.

E. Such motorcycles must be equipped with a rearview mirror. The performance standard for this rearview mirror is a minimum view of 200 feet.

PROPOSED PLAN

A. Legislation should be enacted which will provide a thorough written and road test of all motorcycle operators before they are issued either separate motorcycle licenses or having their valid motor vehicle operator's permit endorsed for motorcycle operation. A specimen road test is presented as Appendix D and a specimen written test is presented as Appendix E for consideration.

B. Legislation should be enacted requiring operators and passengers riding motorcycles to wear, at a minimum, safety helmets which have been approved according to USA Standard 90.1-1966, as well as approved eye protection.

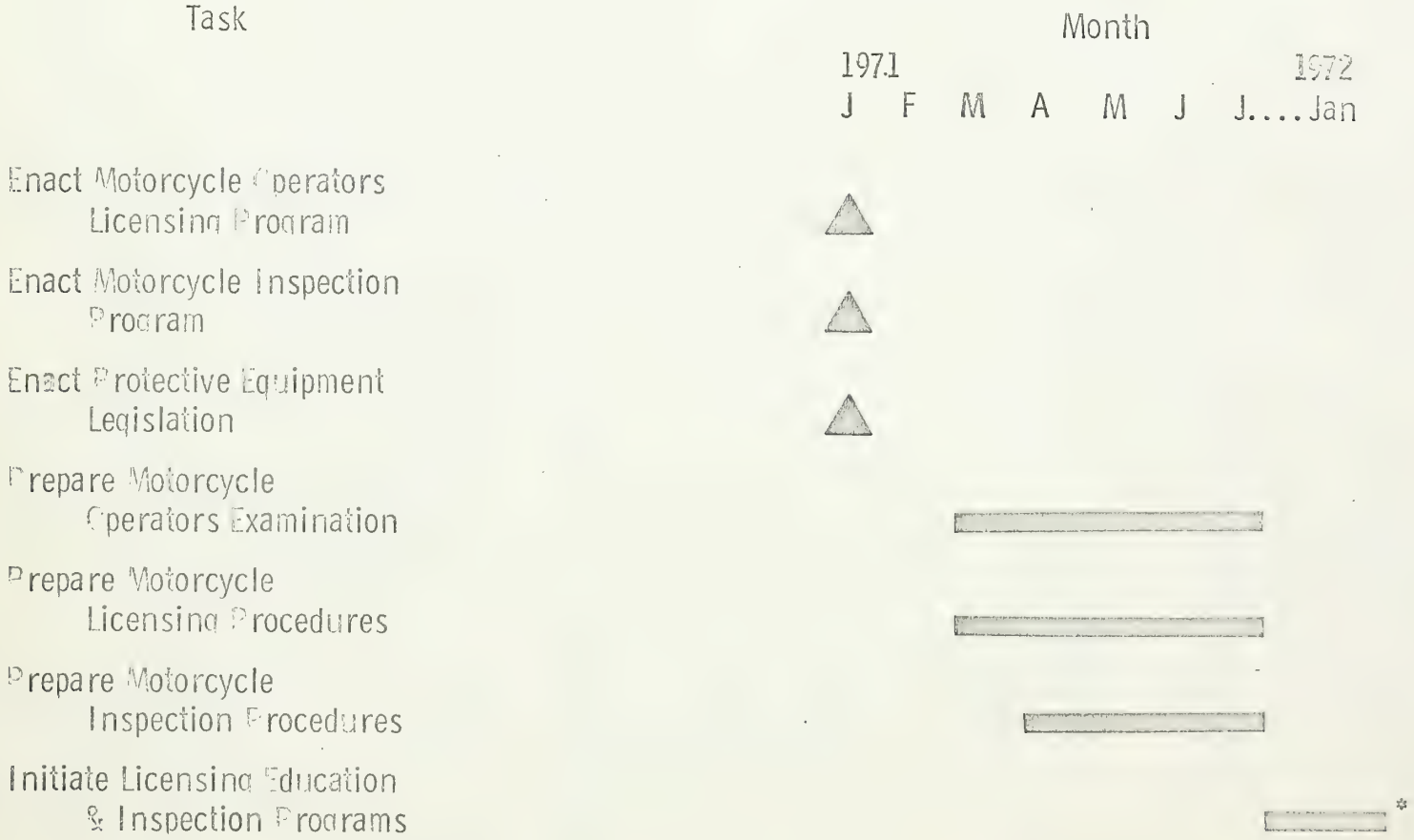
C. Companion legislation should be considered which will provide for the inspection of motorcycles when registered and at least annually thereafter. For detail of the Motor Vehicle Inspection program, refer to the section entitled Periodic Motor Vehicle Inspection.

D. In conjunction with passage of the above legislation appropriation a motorcycle licensing program should be considered. This funding will enable Montana to have an on-going motorcycle safety program providing written and road tests to applicants as well as regularly inspected motorcycles, in accordance with the Implementation Schedule presented.

E. Provisions should be made for the establishment and administration of motorcycle operator education courses. These courses should consist of both classroom instruction and roadway operation.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 3.0 Motorcycle Safety



PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

MOTORCYCLE SAFETY

	1971	1972	1973	1974
Enact Motorcycle Operator's License Program				
Enact Motorcycle Inspection Program				
Enact Protective Equipment Legislation				
Prepare Motorcycle Operator's Examination				
Prepare Motorcycle Licensing Procedures				
Prepare Motorcycle Inspection Procedures				
Initiate Licensing Education and Inspection Programs	60	60	60	60
	60	60	60	60

[1] Costs for work by existing staff or with equipment currently possessed by Montana are not included.

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

3. MOTORCYCLE SAFETY

	IN EFFECT	IN PLAN
Each Person Who Operates a Motorcycle		
Passes Examination, or		
Re-examination		
Designed Especially for Motorcycle Operation		X
Holds License Issued Specifically for Motorcycles, or		
Regular License Endorsed		X
Each Operator		
Wears Safety Helmet		X
Wears Eye Protection		X
When Operating Vehicle		
On Streets		X
On Highways		X
Each Passenger		
Wears Safety Helmet		X
Which is Approved		X
Is Provided with a Seat		X
Is Provided with a Footrest		X

	IN EFFECT	IN PLAN
Each Motorcycle Equipped with Rearview Mirror	X	
Each Motorcycle		
Is Inspected when Initially Registered, and		X
At Least Annually Thereafter, or		X
In Accord with State's Inspection Requirements		X
The Program is Evaluated Periodically		X

HOUSE BILL NO. 214

INTRODUCED BY PIERCE, FISCHER AND COX

A BILL FOR AN ACT ENTITLED: "AN ACT RELATING TO THE OPERATION AND EQUIPMENT OF MOTORCYCLES; REQUIRING OPERATORS AND PASSENGERS TO WEAR PROTECTIVE HEAD AND FACE GEAR; REQUIRING MOTORCYCLES TO BE EQUIPPED TO GIVE MAXIMUM SAFETY TO OPERATOR AND PASSENGER."

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE STATE OF MONTANA:

Section 1. (1) The operator and passenger, if any, of any motorcycle operated upon the streets or highways of this state shall wear protective headgear. Such headgear shall meet Z 90.1 standards established by the United States of America standards institute, commonly referred to as USA standards Z 90.1-1966. Such standards shall be considered as minimum standards only.

(2) The operator and passenger, if any, of any motorcycle operated upon the streets or highways of this state shall wear protective glasses, goggles or transparent face shields.

(3) Handlebars on motorcycles, which extend more than fifteen (15) inches above the level of the seat when the seat is occupied are prohibited.

(4) All motorcycles shall be equipped with brakes meeting the requirements of sections 1 and 2, chapter 139, laws of 1965, compiled as sections 32-21-143.1 and 32-21-143.2, R.C.M. 1947.

(5) All reflectors and lights on motorcycles shall meet the requirements of sections 32-21-117 and 32-21-119, R.C.M. 1947.

(6) All motorcycles shall be equipped to provide the passenger with footrests and handgrips.

1st Reading: Sept. 19, 1966 (2)
Final Reading: Sept. 26, 1966, as
was amended, [illegible]

ORDINANCE NO. 1546

DEC [illegible]

AN ORDINANCE REQUIRING THE WEARING OF PROTECTIVE HEADGEAR BY OPERATORS OF AND PASSENGERS ON TWO (2) WHEEL[illegible] LEGISL[illegible] MOTOR-DRIVEN VEHICLES, AND RESTRICTING THE NUMBER OF PERSONS RIDING UPON OR OCCUPYING THE SAME.

* * * * * * * * * * *

WHEREAS, the use of motorized bicycles, motorcycles and other power-driven two wheel vehicles without the wearing of adequate protective headgear by the operator thereof and/or a passenger thereon is a dangerous threat to their physical well being in the event of an accident; and,

WHEREAS, in view of the nature of the vehicle involved, it is hazardous for more then one (1) passenger in addition to the operator to occupy such motorized bicycles, motorcycles or other power-driven two wheel vehicles while in operation upon the public ways; and,

WHEREAS, it is in the interest of promoting public and individual safety and welfare to regulate the operation of such motor vehicles and the operators thereof in the above particulars;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GREAT FALLS, MONTANA:

Section 1. That it shall be unlawful for an operator to operate and/or a passenger to occupy or ride upon a motorized bicycle, motorcycle or other power-driven two wheel vehicle while in motion upon the streets, avenues, alleys or public ways of the City of Great Falls without wearing at all times a high impact resistant helmet: constructed of plastic, fiberglass or other similar material, and equipped with a hold-down or chin strap which must be fastened to hold said helmet securely on the head of the operator and/or passenger and further equipped with an impact absorbing liner of rubber, foam or similar material.

Section 2. That it shall be further unlawful for more than one (1) person, in addition to the operator, to occupy any such motorized bicycle, motorcycle, or other power-driven two (2) wheel vehicle as a passenger thereon while in motion upon the streets, avenues, alleys or public ways of the City of Great Falls.

Section 3. That any Ordinance or parts of Ordinances in conflict herewith are hereby repealed.

PASSED by the City Council of the City of Great Falls, Montana, on this 26th day of September, 1966, and APPROVED by the Mayor of said City, on this 26th day of September, 1966.

ATTEST:

Mayor

City Clerk

(SEAL OF CITY)

-PAGE ONE-

OF MONTANA,)
ty of Cascade, : ss.
y of Great Falls.)

I, FRED L. HILL, Clerk of the City of Great Falls, Montana, do hereby certify that the foregoing Ordinance No. 1546 was regularly placed on its final passage and passed and adopted by the Council of said City at a meeting thereof held on the 26th day of September, 1966, and that the same was approved by the Mayor of said City on the 26th day of September, 1966.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of said City, this 27th day of September, 1966.

City Clerk

(SEAL OF CITY)

STATE OF MONTANA,)
County of Cascade, : ss.
City of Great Falls.)

FRED L. HILL, being first duly sworn, deposes and says: That on the 26th day of September, 1966, and prior thereto, he was the City Clerk of the City of Great Falls, Montana; that as said City Clerk, he did on the 27th day of September, 1966, post as required by law and prescribed and directed by the City Council, Ordinance No. 1546 of the City of Great Falls, in five conspicuous places within the limits of said City, to-wit:

On the Billboard of the First Floor of the Court House;

At the entrance to the Police Station, 423 - 2nd Avenue South;

On the front of the West Side Fire Station, 526 - 2nd Avenue S. W.;

On the Bulletin Board on the First Floor of the Civic Center Building;

On the Bulletin Board of the East Side Fire Station, 3301 Central Avenue.

City Clerk

(SEAL OF CITY)

SUBSCRIBED AND SWORN to before me this 27th day of September, 1966.

Notary Public for the State of Montana.
Residing at Great Falls, Montana.
My Commission expires:

(NOTARIAL SEAL)

SENATE BILL No. 198

INTRODUCED BY MORITZ, HAZELBAKER

31-119, 31-125, 31-126, 31-134, 31-142, 31-158

A BILL FOR AN ACT ENTITLED: "AN ACT TO AMEND SECTIONS 31-119, 31-125, 31-126, 31-134, 31-142 AND 31-158, R.C.M. 1947 DEFINING MOTORCYCLE AND MOTORCYCLE ENDORSEMENT; REQUIRING PERSONS TO BE EXAMINED AND LICENSED IN ORDER TO OPERATE A MOTORCYCLE; REQUIRING THAT THEY BE LICENSED AS AN OPERATOR OR CHAUFFEUR PRIOR TO BEING LICENSED TO OPERATE A MOTORCYCLE; PROVIDING FOR SUSPENSION OF MOTORCYCLE ENDORSEMENT; RAISING THE NONRESIDENT AGE LIMIT; PROHIBITING PERSON FROM RENTING, LEASING OR OTHERWISE FURNISHING A MOTORCYCLE TO ANY PERSON WHO IS NOT PROPERLY LICENSED; PROVIDING FOR WRITTEN AND VISUAL TESTING UPON RENEWAL OF DRIVER LICENSES."

Be It Enacted by the Legislative Assembly of the State of Montana:

Section 1. That section 31-119, R.C.M. 1947 is amended to read as follows:

"31-119. Vehicle — motor vehicle — farm tractor — school bus — *motorcycle — motorcycle endorsement.* (a) Vehicle. Every device in, upon, or by which any person or property is or may be transported or drawn upon a public highway, excepting

devices moved by human or animal power or used exclusively upon stationary rails or tracks.

(b) Motor vehicle. Every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails.

(c) Farm tractor. Every motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines, and other implements of husbandry.

(d) School bus. Every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school or privately owned and operated for compensation for the transportation of children to or from school.

(e) Motorcycle. Every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three (3) wheels in contact with the ground, but excluding a farm tractor. For the purpose of this act, motorcycles shall include motor driven cycles, motor scooters and bicycles with motors attached.

(f) Motorcycle endorsement. The notation placed on a driver license issued hereunder, certifying that the owner thereof has qualified through examination, knowledge and demonstration, to operate a motorcycle upon the public streets and highways of this state."

Section 2. That section 31-125, R.C.M. 1947 is amended to read as follows:

"31-125. Operators and chauffeurs must be licensed. (a) No person, except those hereinafter expressly exempted, under section 31-129, Revised Codes of Montana, 1947, as amended by

section 1, chapter 95, Laws of 1955, shall drive any motor vehicle upon a highway in this state unless such person has a valid Montana license as an operator or chauffeur under the provisions of this act. No person shall receive an operator's or chauffeur's license unless and until he surrenders to the board all valid operators' and chauffeurs' licenses in his possession issued to him by any other jurisdiction. All surrendered licenses shall be returned by the board to the issuing department together with information that licensee is now licensed in this state. No person shall be permitted to have more than one (1) valid operator's or chauffeur's license at any time. No person shall drive a motor vehicle as a chauffeur unless he holds a valid chauffeur's license. No person shall receive a chauffeur's license unless and until he surrenders to the board any operator's license issued to him or an affidavit that he does not possess an operator's license. *No person licensed after January 1, 1970, under the provisions of this act shall operate a motorcycle unless the operator's or chauffeur's license of such person has a motorcycle endorsement.*

(b) Any person holding a valid chauffeur's license hereunder need not procure an operator's license.

(c) Whenever a city or town requires an operator or chauffeur to obtain a local driving license or permit, such a license or permit shall not be issued unless applicant therefore presents a state driver's license valid under the provisions of this act.

(d) Provided further, that any person who has resided in this state for a period exceeding ninety (90) days is considered to be a resident for the purpose of being licensed to drive a mo-

tor vehicle and must thereafter be licensed to drive motor vehicles under the laws of this state."

Section 3. That section 31-126, R.C.M. 1947 is amended to read as follows:

"31-126. What persons are exempt from license. The following persons are exempt from license hereunder:

1. Any person who is a member of the Armed Forces of the United States while operating a motor vehicle owned by or leased to the United States Government and being operated on official business;

2. Any person while driving or operating any road machine, farm tractor, or implement of husbandry temporarily operated or moved on a highway;

3. A nonresident who is at least ~~fifteen (15)~~*sixteen (16)* years of age and who has in his immediate possession a valid operator's license issued to him in his home state or country may operate a motor vehicle, *except motorcycle,* in this state only as an operator; *provided that he may operate a motorcycle in this state when expressly licensed to do so by his home state or country.*

4. A nonresident who is at least eighteen (18) years of age and who has in his immediate possession a valid chauffeur's license issued to him in his home state or country may operate a motor vehicle in this state either as an operator or chauffeur subject to the age limits applicable to chauffeurs in this state except that any such person must be licensed as a chauffeur hereunder before accepting employment as a chauffeur from a resident of this state;

5. Any nonresident who is at least eighteen (18) years of age [illegible]

of operators, may operate a motor vehicle as an operator only, for a period of not more than ninety (90) days in any calendar year, if the motor vehicle so operated is duly registered in the home state or country of such nonresident.

6. A driver's license issued hereunder to any person who enters the United States armed forces, if valid and in force and effect at the time such person enters the service, shall continue in full force and effect so long as such service shall continue unless such license is sooner suspended, revoked or cancelled for a cause as provided by law, and for not to exceed thirty (30) days following the date on which holder of such driver's license is honorably separated from such service. During said thirty (30) day period, such license shall be valid only when in the immediate possession of the licensee while driving and the licensee has his discharge, separation, leave or furlough papers in his immediate possession."

Section 4. That section 31-134, R.C.M. 1947 is amended to read as follows:

"31-134. Examination of applicants. (a) The board shall examine every applicant for an operator's or chauffeur's license, ~~except as otherwise provided in this section.~~ *including all applicants for renewal of driver licenses and for motorcycle endorsements.* Such examination shall include a test of the applicant's eyesight, his ability to read and understand highway signs regulating, warning, and directing traffic, his knowledge of the traffic laws of this state, and shall include, *except upon renewal,* an actual demonstration of ability to exercise ordinary and rea-

onable control in the operation of a motor vehicle. The board shall make provision for giving an examination either in the county where the applicant resides or at a place adjacent thereto reasonably convenient to the applicant within not more than thirty (30) days from the date the application is received.

(b) ~~The board shall issue without examination an operator's license to any person applying therefor within six (6) months after this section takes effect who furnishes evidence satisfactory to the board that he is not disqualified under the provision of this act and that he has previously operated a motor vehicle in a satisfactory manner for a period of not less than one (1) year.~~ *Before an endorsement to operate a motorcycle is made on a license, the board shall have examined every applicant as provided in this act and determined such applicant to be qualified to operate a four-wheeled motor vehicle. In addition each applicant shall have been examined for and determined qualified to operate a motorcycle in such manner as not to jeopardize the safety of persons or property.*"

Section 5. That section 31-142, R.C.M. 1947 is amended to read as follows:

"31-142. Authority of board to cancel licenses. (a) The board is hereby authorized to cancel any operator's or chauffeur's license upon determining that the licensee was not entitled to the issuance thereof hereunder or that said licensee failed to give the required or correct information in his application or committed any fraud in making such application.

(b) Upon such cancellation, the licensee must surrender the license so cancelled to the board.

(c) Whenever the board has evidence that a person licensed by it to operate a motorcycle is not competent to

erate such a vehicle, it may cancel the endorsement. Upon cancellation of the endorsement, the endorsed license shall be surrendered to the board and the board shall issue a license without endorsement for the unexpired period of the license."

Section 6. That section 31-158, R.C.M. 1947 is amended to read as follows:

"31-158. Renting motor vehicle to another. (a) No person shall rent a motor vehicle to any other person unless the latter person is then duly licensed hereunder or, in the case of a non-resident, then duly licensed under the laws of the state or country of his residence except a nonresident whose home state or country does not require that an operator be licensed.

(b) No person shall rent a motor vehicle to another until he has inspected the operator's or chauffeur's license of the person to whom the vehicle is to be rented and compared and verified the signature thereon with the signature of such person written on his presence.

(c) No person shall rent or lease a motorcycle owned by him or under his control to any person who has not first displayed to him a valid operator's or chauffeur's license which has been issued to that person and endorsed to operate a motorcycle as provided for in this act.

~~(c)~~ *(d)* Every person renting a motor vehicle to another shall keep a record of the registration number of the motor vehicle so rented, the name and address of the person to whom the vehicle is rented, the number of the license of said latter person and the date and place when and where said license was issued. Such record shall be open to inspection by any police officer or officer or employee of the board."

DRIVER EDUCATION

PURPOSE

PRESENT PLAN

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES

A. Student Participation by School District

B. House Bill 318: To Provide Funds for Driver Education Programs

C. Traffic Education Program

DRIVER EDUCATION

PURPOSE

"To insure that every eligible high school student has the opportunity to enroll in a course of instruction designed to train him to drive skillfully and as safely as possible under all traffic and roadway conditions.

To ensure that commercial driver training schools achieve and maintain a corresponding level of instruction for beginning drivers with recognition of differences between the needs of adults and adolescents.

To provide education courses offering driver instruction to adults." (Vol. 4, Highway Safety Program Manual, Driver Education)

PRESENT STATUS

1. Currently, 68% of the eligible students are participating in the Montana Driver Education program. This figure represents a signigicant increase over the 1966 school year when only 17% of the eligible student population was enrolled in Driver Education courses. Additionally, of the 169 high school districts eligible for participation in the driver education program, 135 are currently offering Driver Education Instruction during the 67-68 school year. This again represents a significant increas over 1964-65 when only 45 school districts offered such instruction.

   A listing of students presented by school districts is presented in Appendix A of this section. Included in this listing is the cost per pupil and the total cost of instruction as well as an indication of tuition charged, if any.

2. Statewide standards have been established by the Office of the State Superintendent of Public Instruction for teacher qualifications for traffic education. The standards are as follows:

   a. A valid Montana Teaching Certificate
   b. A minimum of 6 quarter hours preparation, including a basic Traffic Education course of 3 quarter hours, and an Advanced Traffic Education course of 3 quarter hours.
   c. A valid Montana driver's license
   d. A valid "Approval as a Qualified Teacher of Traffic Education" issued by the Office of the Superintendent of Public Instruction
   e. A driving record, local, state, and National, free from repeated accident experience and traffic law violations

   As of 1 March, 1969, a full-time traffic education consultant has been employed. However, the program is under the direct supervision of a Traffic and Safety Education Supervisor. The role of the consultant is to provide technical guidance for Driver Education programs.

   There are currently available under Federal Grant DE-68-2-002, 150 Traineeships for teachers on the local (school district) level to attend two-week workshops in Driver Education at various units of the Montana University system. A minor degree on traffic and safety education is currently being comtemplated in a unit of the Montana University system.

3. All driver education programs are under the auspices of the public school system. Non-public school students are offered the opportunity to take driver education in the public school systems. Approximately 3,000 students are trained during regular school hours, 2,000 more are taught during

school hours and, as necessary, at other hours, and additional 4,000 are handled during non-school hours. Approximately 9,000 students are offered classroom and behind the wheel instruction while only 1,500 are offered classroom, behind the wheel and simulation instruction. There are no driving ranges available in the state.

4. The 1969 legislature passed House Bill 318 -"To provide financial assistance to enable secondary schools to offer courses in driver education". These funds are to be drawn from fines assessed for driving violations and license fees. Further, the act provides that the course offered must be approved by the Office of the Superintendent of Public Instruction and must be taught by a qualified driver education instructor. Appendix B presents this act in its entirety. This act took effect 4 March 1969.
5. A revised Traffic Education handbook has been developed which will become effective September, 1969. This handbook includes standards and procedures to apply for State-approved Traffic Education Programs and Application and Reimbursement procedures for Funding. The salient portions of this program are presented as Appendix C of this section.
6. Currently, no commercial driving schools of any type conduct business in the state of Montana. Additionally, no applications are pending for any such schools. Therefore, the commercial driving school portion of the Driver Education Standard is not applicable to this. There exists, however, a definite need to provide the necessary licensing procedures prior to the establishment of such school.

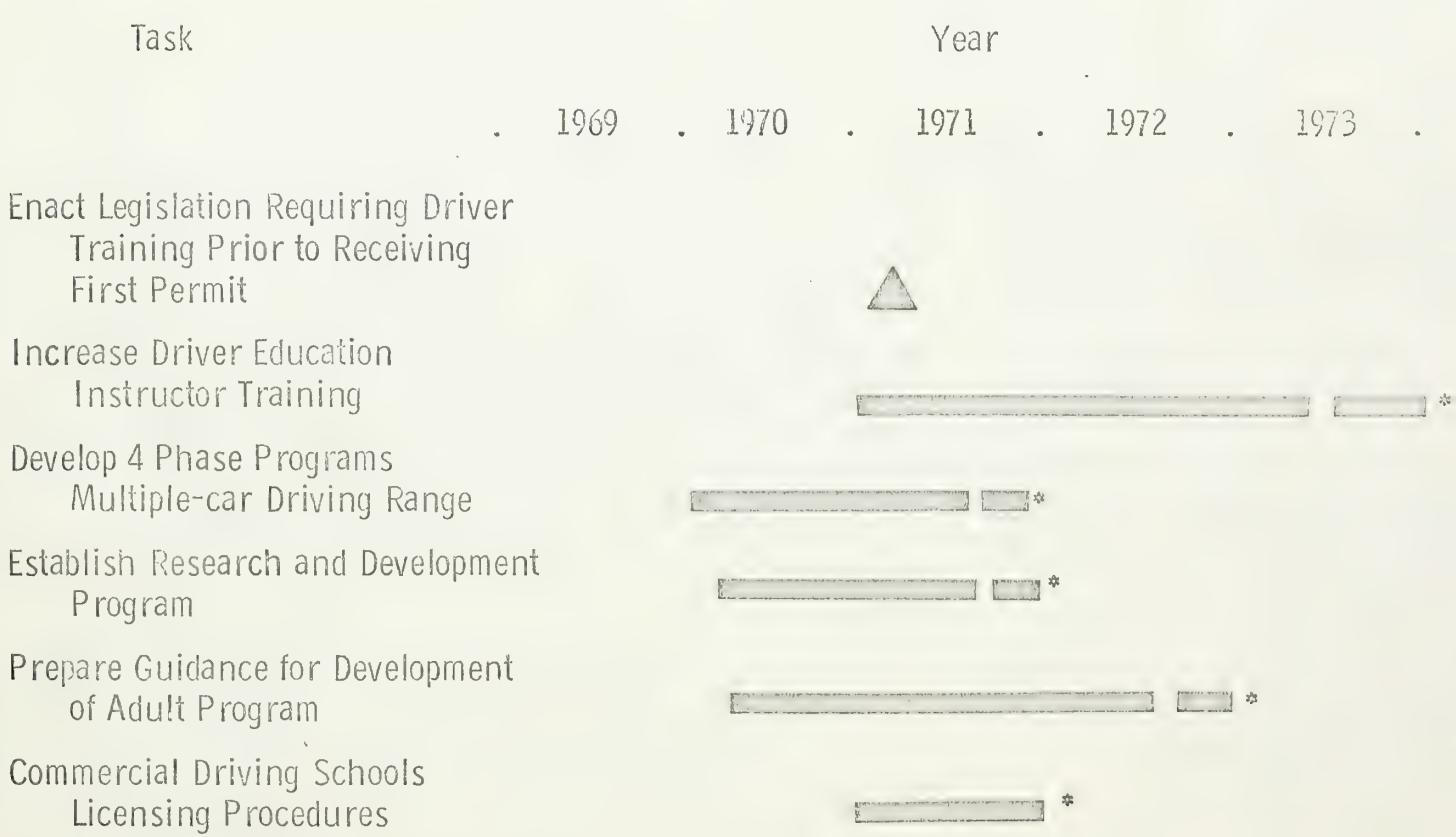
7. At present. during the 67-68 school year eleven Montana school districts are offering adult driving education programs. The courses are taught by certified driver education instructor. The average course was composed of 24 hours of classroom instruction plus 10 hours of behind the wheel instruction per pupil.

PROPOSED PLAN

1. Currently, an individual becomes eligible for an operator's permit upon reaching his 16th birthday, regardless of whether or not he has had driver education. Upon successful completion of a state-approved driver education program, an individual becomes eligible on his 15th birthday. Before a person can obtain his first driver's license, he would have to successfully complete a state-approved DE program (legislated).
2. Funding should be appropriated for the development of a model 4 phase program in Driver Education Instructor training. This model would be used in conjunction with teacher preparation programs, in-service programs, etc.
3. Driver Education instructors should be required to complete a minor degree program in traffic and safety education prior to or during his tenure.
4. An on-going program of research and development should be initiated by the Office of the Superintendent of Public Instruction. Under this program, the office shall also provide guidance for the procurement of simulators, practice driving ranges, and optimum usage of simulators to be owned by the local school district, and other similar teaching aids should be made.
5. The program should include a provision for providing in-depth data regarding traffic records of students, cost per pupil by school district, and other meaningful data capable of permitting decisions to be made with regard to upgrading the Driver Education programs on a continuing basis.
6. Commerical Driving Schools Licensing Procedures--The instructor should meet at a minimum the qualifications stated for the public school traffic safety education instructor.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 4.0 Driver Education



ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

4. DRIVER EDUCATION

	IN EFFECT	IN PLAN
Driver Education Program available to all youths of licensing age		X
By Instructors certified by State		X
Basic driving techniques		X
Advanced driving techniques		X
Handling emergencies		X
Rules of the road		X
State laws and local ordinances		X
Critical vehicle systems		
Vehicle highway and community features		
that aid avoidance		
that protect in crashes		
that maximize salvage and aid to injured		
Signs, signals, design features		
Urban and rural differences		
Pedestrian safety		X
Encourages participation in first aid training		
State Research and Development Program		
Research and development		X
Procurement of practice driving facilities		X

	IN EFFECT	IN PLAN
Procurement of simulators		X
Procurement of training aids		X
A program for adult driver training, AND		
retraining		X
Commercial driving schools are licensed		
Commercial driving instructors are certified		
in accord with state specified criteria		
the program is evaluated periodically		X

PRELIMINARY ESTIMATED COSTS [1]
(Thousands of Dollars)

DRIVER EDUCATION

	1971	1972	1973	1974
Enact Legislation Requiring Driver Training Until 18th Birthday				
Increase Driver Education Instructor Training	100	200	200	200
Construct Model Driving Range	100			
Establish Research and Development Program, Including Procurement of Training Aids	500	500	500	500
Expansion of Adult Training Program	25	50	75	100
	725	750	775	800

[1] Costs for work by existing staff or with equipment currently possessed by Montana are not included.

TOWN	STUDENTS TRAINED	COST PER PUPIL	INS. COST TOTAL	TUITION SCHOOL YEAR	TUITION SUMMER ONLY
pelje	9	108.27	172.00	- - -	- - -
x Elder	10	63.70	45.00	- - -	- - -
telope	11	42.77	21.00	- - -	6.75
ts	15	50.30	35.00	- - -	20.00
ore	16	67.40	52.00	- - -	
gar	16	76.23	39.00	- - -	- - -
g Timber	16	50.15	25.00	- - -	- - -
co	17	40.42	122.00	- - -	- - -
enchtown	17	23.31	131.67	- - -	- - -
gusta	18	7.50	45.00	- - -	- - -
idger	21	45.10	100.00	- - -	- - -
raldine	21	38.00	345.00	- - -	- - -
sham	21	33.97	192.00	- - -	- - -
chey	22	65.45	119.10	- - -	- - -
y	24	99.05	93.00	- - -	- - -
xon	24	21.94	62.00	- - -	- - -
liet	25	28.28	20.00	- - -	5.00
nnett	26	18.75	137.00	- - -	- - -
t Springs	26	54.34	77.60	- - -	- - -
nsdale	26	99.73	160.00	- - -	- - -
oadview	26	57.65	115.00	- - -	- - -
evna	27	27.51	145.00	- - -	- - -
lee	28	39.90	103.40	- - -	- - -
ass Range	28	6.13	64.40	- - -	- - -
ummond	30	38.04	42.00	- - -	- - -
itehall	30	43.95	- - -	- - -	- - -
rcle	30	46.80	- - -	- - -	16.30
tt	30	31.13	- - -	- - -	- - -
r	31	22.40	84.00	- - -	- - -
ains	31	73.41	116.40	- - -	- - -
vage	31	89.81	90.00	- - -	- - -
nton	33	73.32	294.00	- - -	- - -
anford	33	57.87	80.12	5.00	- - -
ite Sulphur Springs	33	45.00	141.00	- - -	- - -
lier	35	22.24	- - -	- - -	- - -
gfork	35	53.19	129.26	- - -	- - -
nhattan	36	54.66	290.00	- - -	- - -
elby	36	108.28	309.00	- - -	- - -
oteau	37	54.36	109.00	- - -	- - -
rdan	38	72.33	206.00	- - -	- - -
g Sandy	38	37.20	130.00	- - -	- - -
irfield	38	55.83	193.00	- - -	- - -
yser	38	36.27	76.00	- - -	- - -
nan	40	35.34	323.42	- - -	- - -
rk City	40	36.99	108.00	- - -	- - -
baux	41	53.68	123.70	- - -	- - -
lt	42	10.24	85.00	- - -	- - -
owning	44	64.90	76.00	- - -	- - -
dicine Lake	44	60.99	43.00	- - -	- - -
ree Forks	45	36.52	152.00	- - -	- - -
reka	45	34.00	177.40	- - -	- - -
lta	46	35.41	65.20	- - -	10.00
s	47	7.44	80.00	- - -	- - -
rend	47	6.73	133.00	2.50	- - -
dy	47	87.91	72.30	- - -	- - -

A. Driver Education Participation (by school district)

TOWN	STUDENTS TRAINED	COST PER PUPIL	INS. COST TOTAL	TUITION SCHOOL YEAR	TUITION SUMMER ONLY
Poplar	47	36.18	- - -	- - -	10.00
Livingston	48	46.69	56.00	- - -	20.00
Boulder	50	74.73	137.00	- - -	- - -
Columbus	51	32.72	115.00	- - -	- - -
Chinook	51	51.46	124.50	- - -	- - -
Gildford	53	15.00	95.00	- - -	- - -
Scobey	54	25.00	180.00	- - -	- - -
Hardin	56	38.90	60.00	- - -	- - -
Anaconda	57	87.36	208.00	- - -	- - -
Plentywood	60	39.70	46.00	- - -	- - -
Whitefish	60	49.05	77.00	- - -	- - -
Harlowton	61	13.57	231.00	- - -	- - -
Sidney	68	63.01	69.00	- - -	- - -
Columbia Falls	69	40.10	50.00	22.00	- - -
Corvallis	70	15.06	- - -	- - -	- - -
Polson	70	42.00	- - -	- - -	- - -
Forsyth	72	38.50	200.00	- - -	- - -
Belfry	72	52.03	119.00	- - -	- - -
Baker	73	48.82	248.00	- - -	- - -
Hamilton	73	39.28	- - -	- - -	- - -
Conrad	83	34.86	74.50	- - -	- - -
Choteau	90	26.71	169.00	- - -	- - -
Glendive	117	42.00	173.00	- - -	- - -
Laurel	119	55.01	121.80	- - -	- - -
Glasgow	120	36.59	122.00	- - -	10.00
Butte	137	64.18	216.90	- - -	- - -
Libby	149	45.26	685.00	15.00	- - -
Ha[illegible]	153	32.96	168.00	10.00	25.00
Lewistown	181	68.62	601.00	- - -	- - -
Kalispell	209	29.90	48.00	15.00	- - -
Bozeman	219	36.44	800.00	25.00	25.00
Helena	483	28.00	695.00	20.00	20.00
Great Falls	570	41.85	925.00	- - -	5.00
Missoula	641	35.29	346.40	15.00	20.00

89 390153

Acc Cost 1370

HOUSE BILL No. 318

INTRODUCED BY CHRISTIANSEN, LUCAS, WATT, RYGG, WAYRYNEN

31-114, 32-1131, 94-801-2, 75-5301 through 75-5309.

A BILL FOR AN ACT ENTITLED: "AN ACT TO PROVIDE FINANCIAL ASSISTANCE TO ENABLE SECONDARY SCHOOLS TO OFFER A COURSE IN DRIVING EDUCATION BY EARMARKING A PERCENTAGE OF FINES ASSESSED IN ALL OFFENSES INVOLVING A VIOLATION OF A STATE STATUTE OR A CITY ORDINANCE RELATING TO THE OPERATION OF A MOTOR VEHICLE TO THE AUTOMOBILE DRIVER EDUCATION ACCOUNT IN THE EARMARKED REVENUE FUND BY REQUIRING THE STATE OF MONTANA TO ANNUALLY CONTRIBUTE TO THIS FUND FIVE PERCENT OF ALL MONEYS RECEIVED FROM THE COLLECTION OF MOTOR VEHICLE DRIVER'S LICENSE FEES; PROVIDING THAT A PERCENTAGE OF THE FINE SPECIFIED IN THIS ACT COLLECTED FROM PERSONS ARRESTED BY HIGHWAY PATROLMEN BE ALLOCATED TO THE AUTOMOBILE DRIVER EDUCATION ACCOUNT IN THE EARMARKED REVENUE FUND; AMENDING SECTIONS 31-114, 32-1131, AND 94-801-2, R.C.M. 1947, AND REPEALING SECTIONS 75-5301 THROUGH 75-5309, R.C.M. 1947; AND PROVIDING AN EFFECTIVE DATE.

credited to the driver education account in the earmarked revenue fund by the state treasurer.

Section 8. (1) All moneys in the automobile driver education account shall be disbursed annually by the superintendent to school districts and county high schools providing driver education in accordance with the standards prescribed for such program and in accordance with such rules as may be promulgated by the superintendent for the administration of this act; provided that reimbursements to schools shall be based on the number of pupils completing the driver education program including both classroom instruction and practice driving (behind-the-wheel driving) between July 1 and June 30 of any fiscal year.

(2) Before such fund is allocated to the qualifying schools there shall be deducted therefrom such amount as may be necessary for the administration of this act including development, printing, and distribution of essential materials; preparation of teachers qualified in driver education; supervision of the program; and any and all other purposes deemed necessary by the superintendent; such amount not to exceed twenty-four thousand dollars ($24,000) annually. Such state reimbursement for driver education *and all other nontax receipts for driver education* shall be deposited by the county treasurer to the credit of the school district or county high school in a special nonbudgeted fund as provided in section 75-3722, R.C.M. 1947, and may be expended for the purposes provided by this act.

Section 9. Section 31-114, R.C.M. 1947, is amended to read as follows:

"31-114. Highway patrol — fees — fines and forfeitures. All fees, fines and forfeitures collected in any court from persons apprehended or arrested by patrolmen for violation of this act and the laws and regulations relating to the use of state highways and the operation of vehicles thereon must be paid to the state treasurer of Montana and by him credited to the general fund of the state, except ~~the penalty assessments levied and paid as provided for in section 4 (75-5304) of this act.~~ *for that portion of the fines, as provided in section 4 of this act,* which shall be paid into the automobile driver education account in the earmarked revenue fund; and at the time of payment of any such fee, fine or forfeiture there shall be filed with the state treasurer a complete statement showing the total of the fees, fines or forfeitures received or incurred, which statement shall give the title of the court and cause and be subscribed to by the person or officer making such payments."

Section 10. Section 94-801.2, R.C.M. 1947, is amended to read as follows:

"94-801.2. Traffic fines collected from juvenile offenders — disposition. All fines collected by the district courts from children under eighteen (18) years of age, for unlawful operation of motor vehicles resulting from traffic summonses issued by the peace officers of the cities, counties, together with ~~all penalty assessments levied and paid as provided for in section 4 (75-5304) of this act,~~ *that portion of the fines which is specified in section 4 of this act,* shall be retained by the county treasurer of the county in which the offense occurred and at the end of each month distributed as follows:

(a) Fines collected as the result of summonses issued by city police officers shall be distributed to the city in which the police officer is employed, and credited to the city general fund;

(b) Fines collected as the result of summonses issued by county peace officers shall be retained by the county treasurer and credited to the county road fund;

(c) Fines collected as the result of summonses issued by state highway patrolmen shall be paid to the state treasurer of Montana and by him credited to the general fund of the state;

(d) ~~All penalty assessments levied and paid as provided for in section 4 (75-5304) of this act~~ *That portion of the fines, as provided for in section 4 of this act,* shall be paid to the state treasurer of Montana and by him credited to the automobile driver education account in the earmarked revenue fund."

Section 11. Section 32-1131, R.C.M. 1947, is amended to read as follows:

"32-1131. *Speed and traffic regulations* — disposition of fines. Any and all fines collected for the violation of any of the provisions of this act shall belong to the general road fund of the county, and shall, immediately after their collection, be paid over by the court or magistrate collecting the same to the county treasurer for the use and benefit of that fund, except ~~the penalty assessments levied and paid~~ *for that portion of the fines,* as provided for in section 4 ~~(75-5304)~~ of this act, which the county treasurer shall transmit to the state treasurer of Montana and by him credited to the automobile driver education account in the earmarked revenue fund."

Be It Enacted by the Legislative Assembly of the State of Montana:

Section 1. It is the purpose of this act to provide the financial assistance necessary to enable the board of trustees of any county high school or any district maintaining a secondary school which includes grades ten (10) to twelve (12) inclusive to offer a course in driver education and by that means to develop in the youth of this state a knowledge of the motor vehicles laws, and acceptance of personal responsibility on the public highways, and an understanding of the causes and consequences of traffic accidents. The course in driver education shall further provide to the youthful drivers of this state training in the skills necessary for the safe operation of motor vehicles.

Section 2. As used in this act, unless the context indicates otherwise:

(1) "Superintendent" or "state superintendent" means the superintendent of public instruction.

(2) "Driver education course" means an accredited course of instruction in driver education which shall meet basic course requirements established by the superintendent of public instruction and each part of said course, both classroom instruction, and behind-the-wheel instruction, shall be taught by a qualified teacher of driver education.

Any or all portions of the course may be taught after regular school hours or on Saturdays as well as on regular school days or as a summer school course, at the option of the local board of trustees. High schools may cooperate in the presentation of such a course.

(3) "Qualified teacher of driver education" means an instruct-

or certified by the superintendent of public instruction to teach both the classroom instruction and the behind-the-wheel instruction of the driver education course, under rules adopted by the state superintendent.

Section 3. (1) The superintendent shall administer, supervise, and develop the driver education program and shall assist local districts in the conduct of their driver education program.

(2) The board of trustees of any county high school or any district maintaining a secondary school which includes grades ten (10) to twelve (12) inclusive, may establish and maintain a driver education course for pupils enrolled in the secondary schools in the district or county high schools provided that any student enrolled in the course will have reached his fifteenth birthday within six (6) months of course completion.

Section 4. (1) There is hereby established an automobile driver education account in the earmarked revenue fund. There shall be paid into this account a portion of the fines assessed on all offenses involving a violation of a state statute or a city ordinance relating to the operation or use of motor vehicles, except offenses relating to parking of vehicles, in the following amounts:

(a) where a fine is imposed, four dollars ($4) of every twenty dollars ($20) of fine imposed or twenty percent (20%) of the fine, whichever is greater;

(b) where multiple offenses are involved, twenty percent (20%) of the total sum of all fines imposed.

Where a fine is suspended, in whole or in part, the portion paid to the automobile driver education account in the earmarked

revenue fund shall be in accordance with the fine actually imposed.

(2) The state of Montana shall annually contribute to the account five percent (5%) of all moneys received by the state of Montana from the collection of the motor vehicle driver's license fee provided for under the laws of the state of Montana. It shall be paid to the state treasurer of Montana and credited to the automobile driver education account in the earmarked revenue fund.

Section 5. When any deposit of bail is made for an offense to which section 4 of this act applies and the bail is forfeited, the same portion of the forfeited bail shall be deposited in the earmarked fund for driver education as would be deposited for the imposition of a fine.

Section 6. The portion of the proceeds from fines specified in section 4 of this act shall be transmitted to the city or county treasurer, as the case may be, by the court collecting the same, in the manner and at the times that fines and bail forfeitures are transmitted to such treasurers under law. The city and county treasurer shall transmit to the state treasurer monthly, and without deduction, the portion of such fines received which are to be credited to the automobile driver education account in the earmarked revenue fund.

Section 7. When a court is required under law to transmit fees, fines and forfeitures directly to the state treasurer of Montana, the gross proceeds including the portion of the fines to be credited to the automobile driver education account in the earmarked revenue fund shall likewise be so transmitted and

Section 12. Sections 75-5301 through 75-5309, R.C.M. 1947 are repealed.

Section 13. This act shall be effective on its passage and approval.

STANDARDS FOR TRAFFIC EDUCATION PROGRAMS*

I. TEACHER QUALIFICATIONS FOR TRAFFIC EDUCATION

The teacher must have:

A. A valid Montana teaching certificate;

B. A minimum of 6 quarter hours preparation including a basic Traffic Education course of 3 quarter hours, and an advanced Traffic Education course of 3 quarter hours;

C. A valid Montana driver license;

D. A valid Approval as a Qualified Teacher of Traffic Education issued by the Office of the Superintendent of Public Instruction;

E. A driving record, local, state, and national, free from repeated accident experience and traffic law violations.

II. THE PROGRAM

The program:

A. Must consist of a minimum of 30 clock hours of classroom instruction, a minimum of 6 clock hours of laboratory (behind-the-wheel) instruction per student, plus a minimum of 12 clock hours of observation time. It is strongly recommended that the classroom program be increased to 45 clock hours and the laboratory (behind-the-wheel) instruction increased to 8 clock hours.

B. All phases of Traffic Education instruction must be integrated and correlated. The classroom phase, behind-the-wheel on-street phase, behind-the-wheel in-simulation phase, and behind-the-wheel on-range phase must be taught concurrently. Program approval will not be granted if the classroom phase is completed before laboratory instruction is scheduled to begin.

C. The laboratory phase of the program will be limited to 6 hours per day per instructor.

1. Classroom Instruction

The program of classroom instruction must extend over a period of not less than 20 days with no more than 1 hour of classroom instruction per pupil per day. During the regular school year each Traffic Education program should be scheduled for a full semester.

*Prepared by superintendent of Public Instruction. Effective September 1969.

The program must include the following units of study recommended by the National Commission on Safety Education:

TRAFFIC CITIZENSHIP: responsibility to other drivers and highway users . . . community, family, self, etc. . . . attitudes of safe living . . . courtesy and manners . . . support of public officials . . . traffic control devices

LAWS AND REGULATIONS AND THEIR ENFORCEMENT BY COURTS: uniform traffic laws and ordinances, state motor vehicle laws, Uniform Vehicle Code and Model Traffic Ordinances . . . official safety agencies

CHARACTERISTICS OF DRIVERS: mental, emotional, physical and physiological

SOCIETY AND DRIVING: effects of alcohol and drugs . . . psychology and driving . . . our culture and driving

DRIVING SKILLS: basic habits and maneuvers . . . driving in the city, on the highway, on expressways . . . hazardous conditions and meeting emergencies . . . efficient driving

DEVELOPMENT OF JUDGMENT: vision and perception . . . knowledge and analysis of traffic situations . . . making decisions . . . reaction time . . . physical laws that affect driver and pedestrians

THE MOTOR VEHICLE: history and development . . . economics of vehicle ownership . . . trip planning . . . mechanics of the vehicle . . . safety devices . . . vocational driving

TRAFFIC ACCIDENTS: causes . . . human and economic loss . . . what to do in case of an accident . . . built-in response systems for meeting the unexpected

ENGINEERING: automotive . . . highway . . . traffic

2. Laboratory Instruction

The program of laboratory instruction must extend over a period of not less than 10 days. Laboratory instruction must not exceed 1 hour per day per pupil, exclusive of observation time.

A driving simulator or multiple-car driving range may be used, but at least 3 hours of the required 6 hours must be behind-the-wheel on-street instruction. The simulator and/or driving range must be approved by the Traffic and Safety Education Supervisor, Office of the Superintendent of Public Instruction. Four (4) hours of simulator or range instruction [illegible] 1 hour of behind-the-wheel [illegible] ator or range time is equivalent to 3 hours of behind-the-

wheel on-street instruction. Simulator and range time should be alternated with behind-the-wheel on-street driving.

The laboratory instruction must include the following units of study:

1. orientation to the automobile;
2. fundamentals of driving;
3. skills in handling difficult driving problems and in meeting emergencies;
4. development of the appropriate attitude and behavioral responses.

Scheduling

Classroom and laboratory instruction periods must be arranged to meet the time requirements. The following charts may be used to determine the number of periods required per student for classroom and laboratory instruction.

CLASSROOM INSTRUCTION

Minutes Per Period	For 30 clock hours Number of Periods Required	For 45 clock hours Number of Periods Required
40	45	68
45	40	60
50	36	54
55	33	49
60	30	45

LABORATORY INSTRUCTION

Minutes Per Period	For 6 clock hours Number of Periods Required	For 8 clock hours Number of Periods Required
40	9	12
45	8	11
50	8	10
55	7	9
60	6	8

D. There are several different systems used in scheduling classes for Traffic Education. Each administrator must apply sound judgment in selecting a system which will allow him to include Traffic Education in the curriculum of the school.

The following considerations should be taken into account:

1. The number of students and how they are to be accommodated;
2. The number of weeks needed to complete the course;
3. The amount of time to be allotted to classroom instruction and laboratory phases;
4. The number of qualified teachers available;
5. The availability of dual-control vehicles.

E. Traffic Education programs should be included in the regular school curriculum whenever possible. Classes may be taught after regular school hours or on Saturdays as well as on regular school days or as a summer school program. Scheduling either classroom or laboratory instruction on Sunday is prohibited. High schools may cooperate in the presentation of a Traffic Education program.

III. STUDENT ENROLLMENT

A. The board of trustees of any county high school or any district maintaining a secondary school which includes grades 10 to 12 inclusive, may establish and maintain a Traffic Education course for pupils enrolled in the secondary schools in the districts or county high schools, provided that any student enrolled in the course will have reached his 15th birthday within 6 months of course completion.

B. Individual class size should be related to the program time requirements and may not exceed 30 pupils.*

---

* Schools desiring to experiment with new teaching techniques or class organization which may depart in some degree from one or more of the above standards must apply to the Office of the Superintendent of Public Instruction for approval of the proposed plan. A description of the proposed program and the purposes to be [illegible]

C. All students enrolled in the laboratory behind-the-wheel on-street phase are required to have in their possession a valid RESTRICTED INSTRUCTION PERMIT. The permit is valid for 12 months from the date of issue providing that the student is accompanied by a certified Traffic Education Instructor who is occupying a seat beside the permittee.* Permits are issued to district superintendents upon approval of the program by the Traffic and Safety Education Supervisor.

Restricted Instruction Permit

This permit must be in student's immediate possession when operating a motor vehicle, and is valid for 12 months from date of issue according to restrictions on reverse side.

VOID

Student's Signature

RESTRICTED INSTRUCTION PERMIT

This Restricted Instruction Permit is issued to

VOID

born Month Day Year, and authorizes him or her to operate a motor vehicle within____ miles of the_____ School, when an approved Driver Education Instructor is occupying a seat beside the permittee.

Date of issue_____

Supt. or Principal

Supervisor, M.H.P.

* It is recommended that the Restricted Instruction Permit be issued at the beginning of each behind-the-wheel lesson and then picked up at the close of the lesson.

IV. RECORDS AND REPORTS

A. Reimbursement and licensing procedures require accurate school district records.

B. The high school should keep records of:

1. Application for course approval;
2. Reimbursement request forms;
3. Notice of course completion for students 15 years of age;
4. Restricted Instruction Permits;
5. Psychophysical testing records;
6. Student individual driving records;
7. Course completion reports;
8. Specific cost records;
9. Accident reports;
10. Vehicle agreement;
11. Insurance (vehicle);
12. Registration for vehicle.

V. POLICIES REGARDING THE TRAFFIC EDUCATION VEHICLES

A. Procurement of Dual-Control Vehicle

Through the cooperation of automobile manufacturers and dealers, most high schools having a qualified instructor can obtain a dual-control practice-driving vehicle from a local dealer without charge, except for maintenance cost, insurance, gasoline, and oil. The major automobile companies now allow their dealers a small reconditioning allowance on all vehicles loaned to local school districts for use in their Traffic Education programs. For the most part, it is a gesture of public relations on the part of the dealers.

The school's relationship with the dealer who may lend the school a dual-control vehicle must not be overlooked. All problems relating to the vehicle's use should be discussed between dealer, instructor and administrator only--never with students. The dealer should never be embarrassed by being requested to permit use of a loaned car for other than the contracted school purpose. He should be invited to meet and talk with the Traffic Education class and he should be given some recognition for his generous contribution to the program of the school.

The negotiation for the loan or lease of a vehicle in most cases is conducted between the local dealer and the school district. In some instances, a vehicle may be loaned by a dealer in a neighboring community. The American Automobile Association has given much help in procurement of dual-control vehicles for many high schools. Application and agreement forms for securing practice-driving vehicles may be obtained from the local American Automobile Association

B. Licensing Traffic Education Vehicles

An exempt license plate may be obtained for a Traffic Education vehicle, providing an agreement is entered into by the dealer and the school.

Responsibility for securing an exempt license rests with the school district. Upon the expiration of the agreement, the exempt license must be returned to the County Treasurer and the registration certificate returned to the Registrar of Motor Vehicles.

C. Insurance Coverages

The local school district must provide adequate vehicle insurance for the protection of the school, the teacher and the students.

Legal counsel should be secured when determining the most appropriate type of insurance coverage. A suggested minimum coverage should include the following:

1.	Bodily Injury Liability	$100,000 each person $300,000 each accident
2.	Property Damage Liability	$ 10,000 each accident
3.	Medical Payment	$ 1,000 each person
4.	Comprehensive	Actual Cash Value
5.	Collision	80% or $50.00 deductible

The Traffic Education teacher has no personal immunity and, like any other person, is liable for his own negligence when demonstrating in a Traffic Education vehicle, when teaching in the classroom, and when the student is driving. He can obtain three types of insurance to protect himself. First, if the owner of the automobile carries a standard liability insurance policy, the teacher may be protected under the additional insured clause which protects anyone who is driving the automobile with the permission of the "named insured" or anyone who is legally responsible for the use of the automobile. Second, if the owner carries no insurance protecting the teacher, the teacher may purchase a policy protecting himself as a non-owner. Third, if the teacher owns an automobile and carries a standard automobile liability policy, he may be able to extend his policy to the use of other automobiles by paying a small additional premium. These types of insurance will give the teacher protection in regard to legal liability involving a motor vehicle. Coverage is also available for teachers not using motor vehicles. Available to them is a comprehensive personal liability policy which includes coverage for accidents arising out of personal activities. Therefore, with proper automobile liability protection [illegible] personal liability, the teacher will [illegible] liability [illegible]

D. Specifications for the Traffic Education Vehicles

Required:

1. Heater and defroster;
2. Dual-control brake;
3. Two exterior mirrors;
4. All Federal Safety Standard Equipment;
5. First aid kit;
6. Flares;
7. Fire extinguisher.

Recommended:

1. Power steering and power brakes;
2. Split or bucket type front seat;
3. Four door sedan;
4. Air conditioning.

E. Proper Identification of the Traffic Education Vehicle

All vehicles used in the Traffic Education program are to be identified by either an overhead sign, a bumper sign, or both. When the rear bumper sign is used it should not be so large as to obstruct a driver's rear vision. Decals provided by the dealers are used only in conjunction with one or both types of signs.

F. Restriction on Use of the Traffic Education Vehicles

Vehicles provided by dealers on a free-loan basis should be used for Traffic Education purposes only.

APPLICATION AND REIMBURSEMENT PROCEDURES

In accordance with Chapter No. 214 of the Montana Session Laws, 1969, the following application and reimbursement procedures have been established:

I. APPLICATION

A. A school district must apply for and receive approval of the Superintendent of Public Instruction for the district's Traffic Education program before the program begins, or the school district will not be eligible for funds. Applications for approval must be submitted on or before the following due dates:

Program Conducted	Application Deadline
First Semester	August 15
Second Semester	January 10
Summer Program	May 15

B. If a school district wishes to conduct more than one type of Traffic Education program (i.e., regular school year and summer), it must request and obtain approval for each type of program before the applicable deadline. Application for all programs may be made at one time on one application form provided a classroom and laboratory schedule is submitted for each program.

C. To obtain approval for a Traffic Education program, a school district must complete and submit in triplicate Form F160-411.090 (School District Application for Approval of Traffic Education Program) and one copy of Form F1800-411.090 (Classroom and Laboratory Schedule) for each program to be conducted, prior to the applicable deadline. Following action by the Superintendent of Public Instruction, one copy of the application will be returned to the school district.

D. The Traffic Education teacher must complete and submit Form F617-411.090 (Application for Approval as a Qualified Teacher of Traffic Education) and receive approval from the Superintendent of Public Instruction prior to the beginning date of the program. Approval as a qualified teacher of Traffic Education is valid for 1 year.

II. REIMBURSEMENT

A. The administrative official of the school district or county high school is responsible for submitting Form F161-411.090, a certified list of pupils who have completed a state-approved Traffic Education program. This list is the official request for reimbursement by the school district or county high school. Form F161-411.090 is submitted each year, on or before July 10.

B. On or before July 31 of each year, the Superintendent of Public Instruction shall disburse to the school districts and county high schools the amount of Traffic Education reimbursement money to which they are entitled, based on the number of pupils listed on Form F161-411.090 and on the money available for reimbursement in the state Traffic Education account.

III. DRIVER EXAMINATION PROCEDURE REQUIREMENTS

A. Students completing a Traffic Education course should be advised of the requirement for presenting a birth certificate to the Montana Highway Patrol Examiner at the time they appear for examination.

B. Before students 15 years of age can be issued a driver license receipt from the County Treasurer, the administrative official of the school district or county high school must verify successful completion of a state-approved Traffic Education program to the County Treasurer.

The following procedures serve as a basis for permitting 15 year old students to secure an operator's license:

1. prepare three copies of Form F712-411.090*;
2. Transmit the original and duplicate to the County Treasurer of the county in which the program is operated;
3. keep the triplicate.

Form F712-411.090 may be submitted periodically throughout the year as students under the age of 16 complete the Traffic Education program.

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* Copies of Form F712-411.090, developed jointly by the Office of the Superintendent of Public Instruction and the Montana Highway Patrol, are available through Traffic and Safety Education Supervisors' offices of the [illegible]

DRIVER LICENSING

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES

A. Description of Driver Licensing Process

B. Statistical Summary of Driver Examinations

C. Legislative Status (1969 Legislature) of Bills Relative to Driver Licensing

DRIVER LICENSING

PURPOSE

"To improve the quality of driving by implementing more effective and uniform licensing procedures, and thereby to reduce the number of accidents while also increasing the efficiency of traffic flow." (Highway Safety Program Standard, Driver Licensing)

PRESENT STATUS

Introduction

Montana has a licensing program designed to assure that no qualified individual is denied an operator's permit and that physically or mentally unqualified applicants are denied the right to operate a motor vehicle. The following is a description of the current status of Montana's Driver Licensing Process. (A detailed presentation of the licensing process may be found as Appendix A to this section.)

A. One License Per Driver

Only one license is issued per driver. Driver's licenses from other jurisdictions must be surrendered when receiving a Montana Driver's License. The Montana Uniform Vehicle Code, Sec. 31-125, states, "No person shall receive an operator's or chauffeur's license unless he surrenders to the board all valid operator's and chauffeur's licenses in his possession issued to him by another jurisdiction. All surrendered licenses shall be returned by the board to the issuing department together with information that the licensee is now licensed in this state."

B. Proof of Data and Place of Birth

The following data sources are accepted for this purpose:

- Birth Certificate
- School Records
- Baptismal Records

In unusual cases where the applicant can show he has none of these, other records may be accepted.

C. Class (of vehicle) Licenses

Driver's Licenses in Montana do not specify the types of vehicles a person is authorized to drive, except that a motorcycle-only license is issued. (Motorcycles may be driven by holders of regular licenses.) Therefore, Montana does not comply with the standard for class licenses.

D. Initial Examination

The Montana Uniform Code, Sec. 31-134, states, "Such examination shall include a test of the applicant's eyesight, his ability to read and understand signs regulating, warning, and directing traffic, his knowledge of the traffic laws of this state, and shall include an actual demonstration of ability to excercise ordinary and reasonable control in the operation of a motor vehicle." The initial examination currently administered includes safe driving procedures, vehicle and highway safety features, emergency situations, etc,, and complies with the standard except for the class (of vehicle) point cited previously.

E. Re-examination -- Renewals

Sec. 31-35 of the Montana Uniform Code states that a driver's license "shall be purchased biennially on or before the operator's or chauffeur's birthday, and shall expire on the anniversary of the date of birth of the operator of chauffeur, two (2) years or less after the date of issue,..." The section also states, "The board shall, when any person applies for renewal of an operator's or chauffeur's license, test the applicant's

eyesight, and may also, in the board's descretion, have such applicant demonstrate his physical ability to operate and exercise ordinary and reasonable care in the operation of a motor vehicle. This examination shall not be required of any applicant who has successfully completed such an examination within the preceeding five year period." Portions of the code do not clarify whether or not waiving the examination requirement for a five (5) year period, applies only to the examination of the person's physical ability, or applies to the vision test, as well. However, in a recent ruling (July, 1969) by the council of the Highway Patrol, the five year waiver was judged to apply only to the person's "physical ability" (and not to the eyesight test). Thus, Montana does not fully satisfy the four year re-examination requirement of the standard.

Currently, there is no requirement in Montana for a "rules-of-the-road" knowledge test for renewals.

F. Data Input

The time required to put data into the system may be divided into two phases:

- The time required to receive the data at the Highway Patrol Headquarters, and
- The time required to put the data into the driver records system, once it has reached Headquarters

Driver Licensing records (excluding accident and violation records) do not require the input of records from political subdivisions as do violation and accident records. Unnecessary and unreasonable delays in obtaining driver licensing (only) data from the highway patrol field organization does not generally occur. The same is true of accident and violation records received from the field units.

The chart following this page summarizes the times required to put data into the system. The following points should be noted:

- Records from political subdivisions may take as long as six months to reach headquarters. A control to eliminate this delay is needed.
- It takes 14 days for license records to be filed in-house because of the preparation of photographs, etc.
- Violation records originating with political subdivisions can be filed in one or two days as opposed to five days for those originating with the Patrol.

G. Data Output

1. License Validity

Although drivers license validity information is now on tape, the tape is not on-line with a computer, so the retrieval of status information from the files is still manual. The time to retrieve data from the driver's license file depends upon the information provided. If the name alone is given, it can take up to ten minutes to retrieve the file. If the name and the birthday or the license number is given, the status information can be retrieved in less than three minutes.

INPUT DATA TIMES FOR DRIVER AND ACCIDENT RECORD SYSTEMS								
	TIME FOR RECORD TO REACH HWY. PATROL H.Q.			TIME TO FILE REPORT AT HWY. PATROL H.Q.			TIME TO FILE ACCIDENT RECORDS FOR STATISTICAL COMPILATION	
ORIGINATOR	LICENSE	ACCIDENT	VIOLATION	LICENSE	ACCIDENT	VIOLATION		
HIGHWAY PATROL	5 days	10 days	10 days	14 days	5 days	5 days	60 days	
POLITICAL SUB-DIVISIONS		10 days to 6 mos. 30 day average	10 days to 6 mos. 30 day average		5 days	1 or 2 days	60 days	

2. Identification

The identification of drivers from information such as name or license plate number differs little from the validity status discussed above.

When partial information is given, however, a file must be searched and sorted. On-line equipment for this purpose is presently on order and will be installed before September, 1969.

When a suitable search routine for this equipment is written, Montana will have the capability to search and sort driver's license data. However, until vehicle records are put on the same system, the capability will not exist for sorting combined information.

H. Availability of Data for Statistical Compilation

As indicated previously, Montana has a standard accident reporting form. All accident records are put on tape within sixty days of receipt at the highway patrol headquarters. Additional detailed summaries of enforcement activities - alcohol testing and driver examinations - are available and appear as summaries in the Highway Patrol Annual Report. However, this information is not currently on tape or in a card file. Appendix B presents a specimen of days currently available for the driver licensing records system.

I. Driver Improvement Program

The driver improvement program is described in detail in Appendix A. The basic steps in the program are:

- Warning letter
- Advisory letter (no test)
- Advisory letter (with test)
- Interview
- Action

J. Medical Evaluation

When the examiner judges an applicant to have a medical problem that requires further investigation (such a judgment is usually based on medical history except for visual problems), the applicant goes to a physician of his choice who makes a report. The report is sent to the Chief Driver's License Examiner who sends it to the State Health Officer for an evaluation. The Chief Examiner then makes a decision. It should be pointed out that there is no formal requirement for the State Health Officer to supply this service except for epileptics. For applicants with vision problems needing further investigation, the State provides the applicant with a special form, DL-63, shown as an attachment of Appendix A, which he must take to an eye specialist to fill in.

Section 31-127 of the Montana Uniform Code concerns what persons shall not be licensed. Licenses are to be denied to:

- "Any person, as an operator or chauffeur, who is an habitual drunkard, or is addicted to the use of narcotic drugs."
- "To any person, as an operator or chauffeur, who has previously been adjudged to be afflicted with or suffering from any mental disability or disease and who has not at the time of application been restored to the methods provided by law."

- "To any person, as an operator or chauffeur, who is suffering from any form of epileptic type seizures or similar disorders characterized by lapses of consciousness or control, either temporary or prolonged, which is or may become chronic, provided that the board in its discretion may issue a license to a person suffering from epileptic type seizures or similar disorder characterized by lapses of consciousness or control, if otherwise qualified to be licensed to drive a motor vehicle, when the afflicted person can show that he has not experienced an epileptic type seizure or similar disorder characterized by lapses of consciousness or control for a period of two (2) years and when recommended by the State Health Officer as being controlled medically or otherwise to the degree that affliction will not interfere with the safe operation of a motor vehicle."

K. Cross Checks with the Welfare for the Blind System

Montana does not currently have such a program. House Bill No. 65, entitled "Denying Issuance of a Driver's License to a Person Being Legally Blind or Nearly Blind" was killed in the House Committee during the 1969 meeting of the legislature. This bill provided that "any person who is receiving any type of tax, welfare, or other benefits or exemption for being blind or nearly blind" shall be denied a driver's license.

L. Medical Boards for Medical Criteria and Vision Standards

Medical Boards are not used for this purpose in Montana. Rather, national standards are used as a guide. The criteria

for restrictions are as follows:

- 20-40 or better, both eyes, non-corrected -- no restriction
- 20-40 or below, corrected to better than 20-40 -- must use corrective lenses
- 20-40 to 20-70, maximum correction -- daylight driving only, 45 mph maximum speed, 55 mph on interstate highways
- 20-70 to 20-100 -- medical referrals, some occupation-only licenses issued after a thorough field investigation

M. Legislative Status

The bills which were introduced in the 1969 legislature which were related to driver's licensing are displayed in Appendix C. A short description accompanies each bill.

PROPOSED PROGRAM

A detailed, proposed program does not appear in this report because a TRAFFIC RECORDS STUDY is currently being conducted. A program plan and implementation schedule for DRIVER LICENSING will be developed after the report of the MONTANA TRAFFIC RECORDS STUDY has been evaluated.

The scope of the Traffic Records Survey includes the following objectives for a proposed Driver Licensing Program:

- Class (of vehicle) driver licensing
- Rules of the road tests for driver's license renewals
- Cross checks with welfare for the blind systems
- Estimate of the extent to which driving without a license occurs
- A Driver's License Records System that will satisfy the rapid entry and retrieval requirements of the standard

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 5.0 Driver Licensing

An implementation schedule has not been adopted because a formal TRAFFIC RECORDS STUDY is in progress. Based on the results of this study, a program plan and implementation schedule will be developed.

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

5. DRIVER LICENSING

	IN EFFECT	IN PLAN *
Each driver holds only one license		
Each license identifies types of vehicles authorized		
Each driver submits proof of date and place of birth for initial license		
Each driver passes initial examination		
Ability to operate vehicles		
traffic signs		
Rules of the road		
Safe driving procedures		
Vehicle Safety features		
Highway safety features		
Emergency situations		
Driver responsibilities		
Visual acuity meet State standards		
Each driver is re-examined		
At least every four (4) years		

	IN EFFECT	IN PLAN *
At least for vision and rules		
A record on each driver is maintained		
Identification		
Current address		
Driving history		
Record systems provide for		
Rapid entry of new data		
Controls on delays		
Rapid response to priority request		
for license validity		
Audio		
Visual		
Data available to authorize sources		
Ready identification of drivers sought		
for enforcement or operational needs		
Each license issued for specified term		
Each license must be renewed to be valid		
Each driver's record checked		
At initial issuance		
At renewal		
Driver improvement program		

*Plans will be made after the Traffic Records study now in progress is completed

PRELIMINARY ESTIMATED COSTS

DRIVER LICENSING*

*Costs will be provided in detailed Traffic Records study -- currently being conducted.

APPENDIX A

GENERAL DESCRIPTION OF THE DRIVER LICENSES PROCESSES OF THE STATE OF MONTANA INCLUDING THE FUNCTIONS OF DRIVER IMPROVEMENT, DRIVER LICENSING, ACCIDENT RECORDS AND SAFETY RESPONSIBILITY.

The original procedure begins with the applicant for an original Montana driver's license. This person appears at a county treasurer's office and purchases driver license receipts (Form DL 1, copy attached), and an original application (Form DL 3, copy attached). These forms are completed by the applicant and/or treasurer, then presented to the driver examiner in a field examining office. The examiner adds to the information on the original application, i.e., location, time, test results, etc. At the completion of the testing process the original application is forwarded to the Helena office with such additions as may be required. This consists mainly of a report of eye examination (Form DL 63 attached) and in all cases a photo information card (P.I.C. attached). Upon receipt of this information at the headquarters office, the application and all enclosures are checked for accuracy, separated in the case of the P.I.C.; the application is then filed in main driver records file and the P.I.C. is held for the arrival of the completed driver's license from our photo processing. When this is received there is a further check for accuracy, the validation is imprinted and one copy of the license filed in the "stub file", the other copy being sent to the applicant.

The file is then active and no further action is taken unless information or inquiry is received from an external source such as a summons, accident report, insurance inquiry, other enforcement agency inquiry, or the applicant either renews his license or is required to take the examination due to late renewal. These items are explained in detail in order of mention in the following outline.

I. SUMMONS

The summons copies are received from the field offices of the Highway Patrol, city and/or county enforcement agencies and from out of state jurisdictions. We will not deal with the handling of these prior to receipt by driver licensing as this is a problem not directly related to the driver license function.

Upon receipt the summons is dated in and points are assigned according to the severity of the violation (point schedule attached). They are then sorted into alphabetical order and filed in the original application which has been held in our main license files. At this time a compilation of points is made and at the action level, as indicated on the enclosed point schedule, action is taken in the following ways:

A. Warning Letter

B. Advisory Letter (No Test)

C. Advisory Letter (With Test)

1. This function requires that the person complete the examination within a thirty day time period. In the event this is not done, the license is then suspended; the application is withheld from the filing system in a separate file until such time as it is either completed or suspended.

D. Interview

1. A personal interview with the violator to determine the need for license, attitude, ability and etc. the results of which are presented to the Montana Highway Patrol Board and a suspension or a probationar status is ordered. These files then are maintained

in a separate unit until termination of action at which time they are re-filed in the main file system.

E. In the event a mandatory action is required by law this information is presented to the Montana Highway Patrol Board, action is taken and the file is treated as in D. 1. above with the exception that upon restoration of a revocation, proof of liability insurance is required for a period of three years.

II. ACCIDENT REPORTS

Upon receipt of an accident report from the sources mentioned in I., an accident memo is created from the information contained therein. This memo is then attached to the summons copy, if any, and the actions described in group I above is followed. In the event that there is no summons, the accident memo is simply filed in the main files.

III. INSURANCE INQUIRY

Inquiries of this nature are received from insurance companies and various other sources at a volume of about 7,000 per month. An excerpt of our records in abbreviated form is made on a standard format and returned.

IV. OTHER ENFORCEMENT AGENCIES

Inquiries of this nature sometimes can be handled as in III above, however some wish more detailed information which takes personal correspondence or a certified copy of the record.

V. INFORMATION RECEIVED OTHER THAN ACCIDENT OR SUMMONS WHICH WOULD BE CAUSE FOR CANCELLATION AND SUSPENSION.

Information is received at times from various sources (private citizens, doctors, enforcement agencies, etc.) which would

give the Montana Highway Patrol grounds for cancellation or suspension of driving privileges. These are investigated by various methods such as requiring a re-test, requiring report of physical, mental or visual conditions from a physician, or personal investigation. If the grounds for cancellation or suspension do, in fact exist, the record is then taken to the Montana Highway Patrol Board for action. The records are held in the Driver Improvement Section until such action is terminated.

VI. RENEWALS

The renewal procedure is very similar to the procedure followed in the original application except that the test is not required in its entirety. A vision test is administered and recorded. The paper work follows very generally the same routine as the original.

VII. EXAMINATIONS REQUIRED DUE TO LATE RENEWAL.

Essentially the same process is followed as in VI above with the exception that the entire examination is required.

PRINT OR TYPE IN INK
LAST NAME | MR. MISS MRS. FIRST NAME | MIDDLE OR MAIDEN NAME

RECEIPT NUMBER

STATE OF MONTANA

Original Application for Driver's License

APPLICANT FILLS IN THIS SIDE ONLY

CHECK TYPE OF LICENSE WANTED
☐ OPERATOR
☐ CHAUFFEUR

ADDRESS

PRINT OR TYPE
NUMBER AND STREET
PRINT OR TYPE
CITY AND STATE
DO NOT WRITE IN THIS SPACE

DESCRIPTION

SEX	EYES	WEIGHT	DATE OF BIRTH MO.	DAY	YEAR	LEAVE THIS SPACE BLANK
RACE	HAIR	HEIGHT				

PLACE OF BIRTH CITY STATE
OCCUPATION
EMPLOYER
EMPLOYER'S ADDRESS

These Questions Must Be Answered

Answer All Questions Below by Marking (X) in Square Opposite Each. If Any Answer Is "Yes" Fill in Required Details as Completely as You Can.

No Yes

☐ ☐ 1. Are you married? If so, give name of your husband or wife._____

☐ ☐ 2. Are you now licensed to drive a motor vehicle? What state?_____ License expires_____ Number?_____ Were you examined?_____ Do you have more than one license?_____

☐ ☐ 3. Did you ever have your driver's license or privilege suspended, revoked, cancelled or denied by any state? _____ When?_____ Where?_____ Why?_____ Is it restored?_____

☐ ☐ 4. Have you ever been a patient in or committed to an institution for mental care? If so, when?_____ Institution name and location_____ Were you discharged as cured?_____ When?_____

☐ ☐ 5. Have you ever suffered from fainting or dizzy spells, epilepsy, heart trouble, paralysis?_____

☐ ☐ 6. Have you ever been addicted to narcotic drugs or intoxicating liquor? State which_____ Are you now cured?_____

☐ ☐ 7. Have you any physical or mental defects which would make it difficult for you to operate a motor vehicle? If so, what are they?_____

☐ ☐ 8. Do you wear corrective glasses?_____ For driving?_____ For reading?_____

AFFIDAVIT

I DO SOLEMNLY SWEAR that the statements on this application are true and correct to the best of my knowledge and belief.

Signature_____ Date_____ 19____

DO NOT PRINT

To Be Used Only If Applicant Is Under 18 Years of Age

I do solemnly swear that the above named applicant is my_____ (son, daughter, ward) and that_____ (he, she) was born the_____ day of_____, 19____. I hereby consent to the issuance of operator licenses to_____ (her, him) until_____ (she, he) attains the age of 18 years and assume liability with the above named minor as imposed upon me under Section 15, Ch. 267, Montana Laws of 1947, or until released from such liability as provided for in Section 16, Ch. 267, Montana Laws of 1947.

_____ day of_____, 19____

_____
(Signature of parent or guardian)

Notary Public

My commission expires

_____
(Signature of witness)

Residence

RECORD OF EXAMINATION (For Patrol Use Only)

PHYSICAL CONDITION

Satisfactory ☐ Shakiness ☐ Missing Limbs ☐ ☐ Stiffness

Hearing: Good ☐ Fair ☐ Poor ☐ Deaf ☐

Describe Conditions:

VISION TEST

	Right	Left	Both Eyes
Without Glasses	20/	20/	20/
With Glasses	20/	20/	20/

Color: Red ☐ Green ☐ Normal ☐ Breadth

ROAD SIGN TEST

TEST	SET USED	ONES MISSED	SCORE
1st			
2nd			
3rd			

ROAD RULES TEST

TEST	SET USED	ONES MISSED	SCORE
1st			
2nd			
3rd			

DRIVING TEST

TURNS		Good	Fair	Poor
RIGHT TURNS	Signal	0	3	6
	Speed	0	3	6
	Lane	0	3	6
	Signal	0	3	6
	Speed	0	3	6
	Lane	0	3	6
LEFT TURNS	Signal	0	4	8
	Speed	0	4	8
	Lane	0	4	8
	Signal	0	4	8
	Speed	0	4	8
	Lane	0	4	8

TRAFFIC DRIVING	Good	Fair	Poor
Starting (from curb-signal)	0	3	6
Stop Sign or Light	0	4	8
Slow Signal	0	4	8
Judgment of Distance	0	3	6
Judgment at Intersection	0	4	8
Correct Lane	0	3	6
Attention (signs-signals)	0	4	8
Skills Motor	0	4	8
Use of Clutch	0	2	4
Right of Way, Ped. Veh.	0	4	8
Attention to Driving	0	2	4
Shifting Ability	0	2	4
Use of Horn	0	2	4
Following & Overtaking	0	4	8

SKILL TEST	Good	Fair	Poor
Emergency Stop	0	4	8
Backing	0	4	8
Turn About	0	4	8
Parking on Hill	0	4	8
Parking Between Flags	0	4	8
Stop on Grade	0	3	6
Start on Grade	0	4	3
Attitude	☐	☐	☐
General Car Control	☐	☐	☐

Driving	1st	2nd	3rd
Test Score:			
Examiner:			

Vehicle License Number _____ Condition: Good ☐ Fair ☐ Poor ☐ Defective Equipment _____

Remarks or Recommendations:

DATE			DRIVER'S RECORD	DATE			DEPARTMENT ACTION
NO.	DAY	YEAR	ACCIDENTS, VIOLATIONS, COMPLAINTS, ETC.	NO.	DAY	YEAR	HEARINGS, INTERVIEWS, SUSPENSIONS, ETC.

Applicant's Examination Driving Record (For Patrol Use Only)

DATE	PLACE	APPLICANT	EXAMINER	RESULTS

Denial of Examination (For Patrol Use Only)

INSTRUCTIONS TO APPLICANT OR DRIVER

The simple eye tests given by a Driver's License Examiner show that you would probably be a safer driver if you could see better. Therefore, you are being asked to have your eyes examined by an eye specialist to determine whether your sight cannot be improved by glasses or treatments. If glasses will make you a considerably safer driver, your license will permit you to drive only while wearing them.

Please do not ask the Driver's License Examiner to recommend an eye specialist as he is forbidden to do so.

If you have any questions about how well you must be able to see to be granted the privilege of driving on the streets and highways of Montana, the Driver's License Examiner will be glad to answer them so far as he can.

Distant Vision Only	Right Eye Only	Left Eye Only	Both Eyes Together
With Present Glasses	20/ /	20/ /	20/ /
Without Glasses	20/ /	20/ /	20/ /
Best Possible Correction	20/ /	20/ /	20/ /

BREADTH OF VISION FIELD

To Right of Point of Fixation	To Left of Point
O	O
	O

Total Angle _____

Type of instrument used to determine visual acuity_____

Are glasses being fitted by you for distant vision?_____

Is there double vision?_____ If so, describe_____

Can it be corrected with glasses?_____ By other treatment?_____

Are such correction or treatments being undertaken by you?_____

Is there any evidence of eye disease or injury?_____ If so, describe_____

_____

Is there any unusual difficulty in seeing in dim light or at night?_____ If so, explain_____

_____

_____

_____

EXPLANATION FOR EYE SPECIALIST

All applicants for licenses and some drivers whose records cast doubt on their ability to drive safely are given simple vision tests by the Driver's License Examiners, but when more accurate measurements are needed, when an improvement in vision would add substantially to safety, or when unusual eye defects are apparent, the person is asked to visit an eye specialist. A report from such a specialist is particularly valuable if the fitness of a driver is questioned in court or following an accident. In some cases examinations by more than one specialist are requested.

You may fill in the form below for the examination which you make; but please leave blank any space for items on which you have made no examination. If the case is a peculiar one, any additional comments which you may have would be appreciated. Use a separate sheet, if needed, and attach.

Kindly sign this report, and give your own driver's license number if you have one. For proper identification, will you also have the person examined sign the report in your presence.

No recommendations or suggestions as to which specialist to visit are given by the Driver's License Examiners. Only report from licensed practitioners will be acceptable. The eye specialist assumes no responsibility in making this report other than that of truthfully representing the facts.

DL-63

STATE OF MONTANA

MONTANA HIGHWAY PATROL — DRIVER'S EXAMINATION SECTION

REPORT OF EYE EXAMINATION

Usual Signature of Person Examined_____ Driver's License No._____

Address_____

CERTIFICATION OF EYE SPECIALIST

I,_____, being licensed to practice

_____in Montana, certify that I have personally examined the eyes of the above named, that a true record of this examination appears on the other side of this sheet and that he or she signed above in my presence.

Signature of Eye Specialist_____ Date_____, 19____

Business Address_____ Telephone Number_____ Driver's License No._____

APPENDIX B

DRIVER EXAMINATION SECTION

1968

	Western District	Eastern District	State Total
TOTAL EXAMINATIONS	44,455	32,482	76,937
OPERATOR	36,378	26,463	62,841
CHAUFFEUR	3,496	2,963	6,459
LEARNER	4.581	3,056	7,637
Passed			
Operator - No Restrictions	14,998	11,122	26,120
Operator - Restricted to Glasses	9,038	7,125	16,163
Operator - Other Restrictions	383	223	606
Chauffeur - No Restrictions	1,882	1,538	3,420
Chauffeur - Restricted to Glasses	583	525	1,108
Chauffeur - Other Restrictions	233	218	451
Failed Inside Test			
Operator - Eyes	341	290	631
Operator - Rules	4,000	2,795	6,795
Operator - Signs	1,021	777	1,798
Operator - Signs and Rules	804	649	1,453
Chauffeur - Eyes	3	16	19
Chauffeur - Rules	443	355	798
Chauffeur - Signs	31	39	70
Chauffeur - Signs and Rules	27	46	73
Failed Outside Test			
Operator - Deductions	2,270	1,067	3,337
Operator - Dangerous Act	769	327	1,096
Operator - Law Violation	422	367	789
Operator - Non-cooperative	24	13	37
Chauffeur - Deductions	46	23	69
Chauffeur - Dangerous Act	15	5	20
Chauffeur - Law Violation	13	18	31
Chauffeur - Non-cooperative	0	0	0
Incomplete			
Operator	2,220	1,637	3,857
Chauffeur	219	179	398

SAFETY RESPONSIBILITY DIVISION

1968

ACCIDENTS REPORTED AND PROCESSED

28,469	Accident reports numbered in
2,867	Two or more motor vehicle cases processed
17,734	Average of two reports per case
4,688	One motor vehicle accidents processed
6,047	Not processed at end of calendar year
5,857	Reports from other police agencies
6,816	Patrol reports received

SUSPENSIONS

26	Suspensions for failing to file reports
6	Remain under suspension
2,585	Suspensions issued for non-compliance with security requirements of SR Law
1,450	Suspended
1,135	Complied berore effective date of suspension

Of the 1,450 suspended:

185	submitted releases
48	deposited cash as security
8	filed property or surety bonds
43	had proof of insurance coverage filed
36	filed agreements
34	submitted reports and evidence of insurance
4	submitted reports and evidence of release
10	claims paid by other operator's or owners insurance
7	reinstated by other states
2	proof of damage under $100
3	requirements of SR Law waived
2	court action
2	appealed
1	not involved in accident
1,065	remain under suspension

OTHER SUSPENSIONS

7	Suspended on default agreements
10	Suspended on judgments
1	Satisfied judgment and filed proof
9	Remain under suspension

SECURITY DEPOSITED

$54,296.40	Cash posted as security
14,156.00	Surety and property bonds filed as security
$68,452.40	TOTAL SECURITY POSTED

DRIVER IMPROVEMENT DEPARTMENT
UNPUBLICIZED VALUATION TO BETTER ADMINISTER DRIVER IMPROVEMENT PROGRAM

VIOLATION	POINTS	POINTS IF AN ACC
Hit and Run (Property Damage Only)		6
Leaving the scene of an accident		6
Reckless driving (no Accident)	4	5
Speeding (up to 20 mph over limit)	2	
Speeding (20 mph over limit)	4	
Speeding (30 mph over limit 95 to on any amount	6	
Illegal passing (Improper Passing)	4	5
Driving to fast for Conditions	3	4
Basic Rule	3	4
Careless Driving (Drag Racing)	3	4
Driving on Wrong side of roadway (Centerline driving)	4	5
Fail to give approaching vehicle ½ of roadway	4	4
Failing to give proper signal	3	4
Fail to heed an emerg vehicle	3	4
Failing to yeild right of way (R.O.W.	3	4
Increasing speeding when being overtaken	3	4
Stop Sign violation	3	4
Following to closely	3	4
Prohibited or Illegal turn	3	4
Driving wrong way on divided highway	4	
Failing to dim (front or rear)	3	4
Illegal parking on roadway (prohibited parking)	2	3
Illegal parking on sidewalk	2	3
Defective brakes with accident	2	3
Driving wrong way on one-way street	2	3
Obstructing traffic	2	3
Impeding traffic	2	3
Blocking traffic	2	3
Illegal entrance to restricted highway	2	3
Illegal Backing	2	3
Unsafe lane changing or usage	2	3
All other moving traffic violations	2	3
Double Parking	2	
Disobey Patrolman	2	
Failure to enter Intersection in safty	3	4
Driving wrong way on divided highway	4	
Weaving from one lane to another	4	5

WARNING LETTER 5 Points
ADVISORY LETTER 7 Points
[illegible] 10 Points

JUVENILE WARNING LETTER 3 Points
JUVENILE ADVISORY LETTER [illegible] Points
JUVENILE [illegible] [illegible] Points

TO HIGHWAY SAFETY

APPENDIX C

SENATE	PASSED		
70.	Rehberg	Deleting certificate of character as requirement prior to issuance of state chauffeur's license.	Signed by Governor 2/13/69. Effective 7/1/69. Chapter 26.
*135.	Selstad	Motorcycle Endorsement — making a new resident's out-of-state driving record part of his Montana record when licensed.	Signed by Governor 2/13/69. Effective 7/1/69 Chapter 28.
HOUSE			
58.	Laas, Schonnover, Pierce	Establishing revocation period for driving under influence of any drug.	Signed by Governor 3/13/69. Effective 7/1/69. Chapter 339.
64.	Ulmer by request	To delete discretionary suspension authorized for offenses for which mandatory revocation of drivers license.	Signed by Governor 2/27/69. Effective 7/1/69. Chapter 137.
SENATE	KILLED		
127.	Dzivi	Preventing the issuance of driver licenses by county, municipal or local boards when properly licensed as operator or chauffeur.	Killed in Senate Highways Committee, 1/21/69.
168.	Dzivi, by request	Deleting provisions to allow out-of-state residents to operate motor vehicle in the state without a drivers license.	Killed in Senate Highways Committee, 2/10/69.
198.	Moritz, Hazelbaker	Requiring persons to be examined and licensed to operate motorcycles; requiring motorcycle operators to hold an operator chauffer license prior to being a motorcycle operator.	Died in House Highway Committee, 3/6/69.

234.	Selstad	Increasing the life of a drivers license from two to four years — changing fees of.	Died in House Highways Committee, 3/6/69.
280.	McKeon	Providing that highway patrol shall issue identification card to persons not currently possessing a valid driver license, to be used only for identification.	Killed in Senate Highways Committee, 2/10/69.
310.	Bollinger, Nees	Compensating victims of drunken drivers through fund financed by fines collected from drunken drivers.	Killed in Senate Judiciary Committee, 1/31/69.

HOUSE KILLED

58.	Laas, Schoonover, Pierce	Establishing revocation period for driving under influence of any drug.	Signed by Governor 3/13/69. Effective 7/1/69. Chapter 339.
60.	Worden, Campbell, et al.	Act to include driving while under influence of a drug and attempting to elude law enforcement officer.	Killed in House Committee, 1/23/69.
64.	Ulmer by request	To delete discretionary suspension authorized for offenses for which mandatory revocation of drivers license.	Signed by Governor 2/27/69. Effective 7/1/69. Chapter 137.
*65.	McCulloch by request	Denying issuance of a driver license to persons being blind or nearly blind.	Killed in House Committee, 1/30/69
195.	Giesick	To provide a mandatory sentence for driving while under influence of intoxicating liquor.	Killed in House Committee, 1/21/69.
264.	Brand by request	Requiring ignition be locked and keys removed from unattended motor vehicles.	Killed in House Committee, 1/21/69.
472.	Gilligan, Staigmiller, et al.	Providing that no policy of motor vehicle insurance can be cancelled except after hearing.	Killed in House Committee, 2/8/69.

CODES AND LAWS

PURPOSE

PRESENT STATUS

PROPOSED PROGRAM AND
IMPLEMENTATION SCHEDULE

APPENDICES

MOTOR VEHICLE CODE -- 1967 EDITION

PURPOSE

"To eliminate all major variations in traffic codes, laws, and ordinances on given aspects of highway safety among political subdivisions in a State, to increase the compatibility of these ordinances with a united overall State policy on traffic safety codes and laws, and to further the adoption of appropriate aspects of the Rules of the Road section of the Uniform Vehicle Code." (Vol. 6, Highway Safety Program Manual, Codes & Laws)

Present Status

a. The Montana Code of Criminal Procedure presently incorporates all recommendations on traffic violations made by Chapter 11 of the Uniform Vehicle Code with modifications for enforcement as made by the Montana Highway Patrol. This procedure has been followed in the State of Montana since 1957.

b. Currently, the State of Montana has established the Criminal Code Commission which is responsible for a continuous review of the Codes and Laws of the State. Included in this continuous review are the State traffic code, law, and ordinances. The Criminal Code Commission is currently made up of Associate Justices of the State Supreme Court, private practicing attorneys, and other members of the judiciary. There is presently no specific sub-committee of the Commission chartered for the sole purpose of studying traffic codes and laws.

c. An on-going comprehensive study of the traffic codes, laws, and ordinances of the State of Montana was conducted as a regular part of the annual review of Montana's highway safety program by the Highway Patrol from 1951-1963. The results of these annual reviews are the basis for Chapter 21 of the Revised Codes of Montana entitled Uniform Act Regulating Traffic on the Highway

d. Local sub-divisions, with minor exceptions, conform to Chapter 11, Rules of the Road of the UVC. It should be noted that counties in the State of Montana have no law-making powers, except for the establishment of speed zones.

Proposed Program and Implementation Schedule

In order to comply completely with the Codes and Laws Standard, Montana must consider the following:

a. The establishment of a separate Traffic Law review committee. This committee will review all codes and laws pertaining to traffic on a continuing basis. A suggested make-up of this committee is as follows:

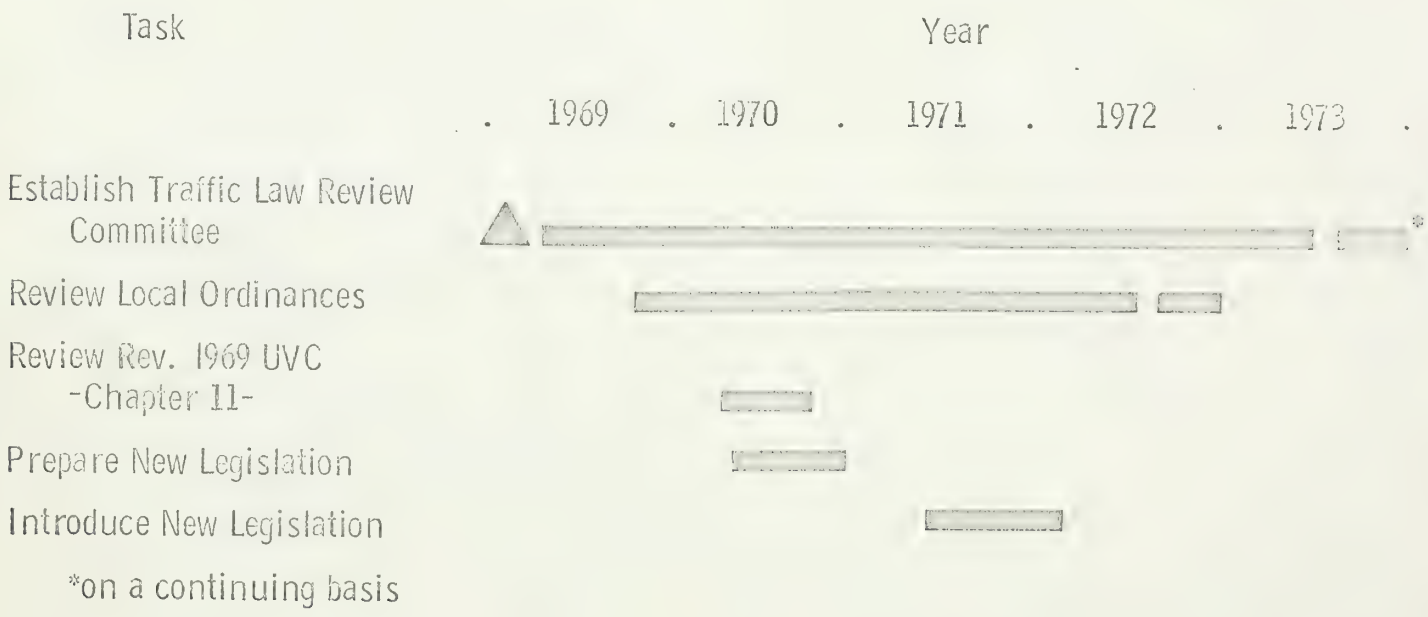
- Representative of the Attorney General
- Representative of the Judiciary
- Representative of the Highway Patrol
- Governor's Highway Safety Representative
- State Legislators (one Representative, one Senator)
- Representative from Montana League of Cities and Counties

This committee shall be responsible for review of local ordinances as well as State traffic codes and laws.

b. The traffic code and laws committee should consider a thorough review of the 1969 Revised UVC, Chapter 11, "Rules of the Road". Based on the review, new legislation may be introduced to assure Montana's continued compliance with the Codes and Laws Standard as the UVC is modified.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 6.0 Codes and Laws



ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

6. CODES AND LAWS

	IN EFFECT	IN PLAN
Plan to achieve uniform rules of the road in all State's jurisdictions		X
Plan to make state's rules of the road consistent with unified plans of other States		X
Continual comparison of state and local laws with Uniform Vehicle Code	X	X

PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

CODES AND LAWS

	1970	1971	1972	1973	1974
Establish Traffic Law Review Committee					
Review Local Ordinances					
Review Rev. 1969 UVE -- Chapter 11					
Prepare New Legislation					
Introduce New Legislation					

[1] Costs for work by existing staff or with equipment currently possessed by Montana are not included.

MONTANA HIGHWAY PATROL

MOTOR VEHICLE CODE

Alex B. Stephenson—Supervisor

Compiled and Edited by
Headquarter's Staff

1967 EDITION

TRAFFIC COURTS

PURPOSE

PRESENT STATUS

CURRENT ADMINISTRATIVE & LEGISLATIVE NEEDS

PROPOSED PLAN AND IMPLEMENTATION SCHEDULE

APPENDICES.

A. PORTIONS OF MONTANA JUSTICES OF THE PEACE HANDBOOK

TRAFFIC COURTS

PURPOSE

"To provide prompt impartial adjudication of proceedings involving motor vehicle laws." (Vol. 7, Highway Safety Program Manual, Traffic Courts)

PRESENT STATUS

1. All conviction for moving traffic violations are reported to the Highway Patrol and are maintained as a permanent part of an individual's driving record file. The disposition of each case is recorded on the court's copy of the violation.
2. All individuals charged with moving violations are not required to appear in court. The physical distances between court locations in the State of Montana many times preclude such a requirement. Wherever feasible, however, violators are required to make a court appearance. It should be noted that the Montana Highway Patrol is legally authorized to collect collateral for traffic offenses. Arresting officers have been granted this authority under existing Montana Law.
3. Montana currently operates under the Justice Court system. This system is an integral part of the Constitution of the State. Under this system, the courts are virtually dependent upon a fee system, fines, costs, and other revenues derived from posting and forfiture of bail and other collateral resulting from the processing of violations of motor vehicle laws. In 1966, a Constitutional Amendment eliminating the Justice Court system was proposed. However, this ammendment was defeated by the electorate. It should be noted that courts in the larger municipalities of Billings, Great Falls, Missoula, etc., are operating independently of such fee systems. However, courts in most of the political sub-divisions in Montana are dependent upon such fees for their support.

There exists a continuing campaign conducted by a citizens' group known as the Citizens for Court Reform to amend the Judicial Article of the State Constitution that would provide a complete overhaul of the Montana Justice system, including the re-districting of the courts of record.

4. Presently, judicial facilities vary greatly from new facilities to jails. Qualification for court personnel varies from jurisdiction to jurisdiction. The only qualifications are being a resident and the proper age. Justices of the Peace do not have to be lawyers and are usually part-time.
5. There is a uniform accounting system regarding traffic violation notices, collection of fines, fees and costs. All accounting under this system is audited on a regular basis by an examiner from the state.
6. There are no uniform rules regarding court procedure. However, a Handbook for Montana Justices of the Peace has been prepared as an interim measure to assure that uniform rules for court procedures are instituted. Portions of the Manual are presented as Attachment A.
7. The Justice of the Peace handbook serves as a guide for administration and court procedure, including the accounting of fees and fines.

PROPOSED PLAN

A. Before any court reform can reach fruition, a public information campaign must be conducted indicating the benefits to be derived by a proposed Constitutional Amendment. Such a campaign is now being organized by the group known as "Citizens for Court Reform."
B. A Constitutional Amendment should be introduced and passed regarding court reform.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 7.0 Traffic Courts

Task	Year				
	1969	1970	1971	1972	1973
Public Information Campaign	———	———	———	———	——— *
Present Ammendment to Electorate			△		
Provide Interim Training for J. P.'s	———	———	———	———	——— **

*campaign will continue until Constitution is ammended

**interim training bases on J. P. Handbook could begin 10/69 and continue until Court Reform ammendment is passed

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

7. TRAFFIC COURTS

	IN EFFECT	IN PLAN
All convictions for moving traffic violations reported to state traffic records system	X	
Persons charged with moving traffic violations required to appear in court		X
Traffic courts independent of any fee system or revenue resulting from processing of violations		X
Insure reasonable availability of court services for alleged traffic offenders		X
Uniform accounting system for violation notices and fines, fees costs	X	
Uniform rules for court procedures in traffic cases	X	X
Manuals for administration, court procedure and accounting	X	X

PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

TRAFFIC COURTS

	1970	1971	1972	1973	1974
Public Information Campaign					
Present Ammendment to Electorate					
Provide Interim Training for J. P.'s					

[1] Costs for work by existing staff or with equipment currently possessed by Montana are not included.

HANDBOOK

FOR

MONTANA

JUSTICES OF THE PEACE

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ALCOHOL IN RELATION TO HIGHWAY SAFETY

PURPOSE

PRESENT STATUS

CURRENT ADMINISTRATIVE AND LEGISLATIVE NEEDS

PROPOSED PROGRAM AND IMPLEMENTATION SCHEDULE

APPENDICES

A. Intoxication Report Form

B. Procedure for Determining Alcohol in Blood and Urine

C. Qualifications of Personnel Conducting Alcohol Tests

D. Highway Patrol General Order Establishing Policy for the Use of the Results of Chemical Tests to Substantiate DWI Charges

8 -- ALCOHOL IN RELATION TO HIGHWAY SAFETY

PURPOSES

(a) "To ensure that States and their communities have accurate information on the extent to which the immoderate use of alcohol is a factor in highway crashes in their jurisdictions, to serve as the basis both for resource allocations and for determining the effects of countermeasures."

(b) "To broaden the scope and number of state-wide activities directed toward reducing highway crashes arising in whole or part from persons driving under the influence of alcohol. (Vol. 8, Highway Safety Program Manual, Alcohol in Relation to Highway Safety).

PRESENT STATUS

(a) Montana has not enacted the necessary "implied consent" legislation which provides for the revocation of an operator's permit, if there is reasonable grounds for believing the violations caused by improper vehicle operation were committed under the influence of alcohol, and the operator refuses to submit to a chemical-blood alcohol test.

(b) Montana does currently perform chemical blod-alcohol tests, on victims (operators) of all fatal accidents to the extent practicable and on all surviving drivers of fatal accidents if the highway patrolman has reason to suspect the operating driver to be under the influence of alcohol. This program is administered by the Highway Patrol and performed by the Health Department Chemistry section. A complete description of test procedures and equipment is submitted as attachment B of this section. Also, attachment C indicates the qualifications of personnel conducting these chemical blood-alcohol tests.

(c) Current legislation does not provide for revocation of driving privileges for refusal to submit to a chemical test, except when an individual has been placed under arrest for violations arising our of acts alleged to have been committed while under the influence of intoxicating liquor.

(d) The current Montana blood-alcohol concentration by weight where it becones unlawful to operate a motor vehicle is .15 per centum. Further, it is provided that a person may be deemed innocent of "driving under the influence" when the blood-alcohol concentration by weight is .05 per centum or less.

(e) Currently, twelve Montana cities report that their police officers are authorized to apprehend drivers suspected of driving "under the influence" without a warrant in the same manner as in felony cases, i. e. upon probable cause. But, again, these drivers are not required to submit to a chemical test. Additionally, only the cities of Lewistown and Missoula have enacted ordinances which provide immunity from lawsuits for physicians and other qualified persons, withdrawing blood specimens from arrested motorists.

(f) There is no set procedure for record-keeping involving the dispensation of chemical test results. The present procedure is not automated although chemical test statistics are kept by the highway patrol.

(g) To date, chemical tests are only done to detect alcohol--not specific alcohols such as ethyl alcohol.

CURRENT ADMINISTRATIVE & LEGISLATIVE NEEDS

(a) Montana should reduce the minimum alcohol concentration in the blood not to exceed .10% by weight/volume.

(b) Montana should adopt, at the 1971 legislative session, "implied consent legislation" along the guidelines established in defeated H. B. 94 (Attachment E). Additional guidance may be

obtained from the American Bar Association Model Alcohol legislation.

(c) The chemical test results should be automated for the purpose of rapid retrieval of statistical information.

(d) A public information campaign of the effects of alcohol on operation of motor vehicles should be initiated.

PROPOSED PROGRAM & IMPLEMENTATION SCHEDULE

(a) Adoption of "implied consent" legislation

(b) Legislation reduction of minimum alcohol concentration in the blood by weight/volume not to exceed .10 %.

(c) Public Information Campaign of the effects of alcohol on driving.

(d) Automation of Chemical Test records for statistical purposes.

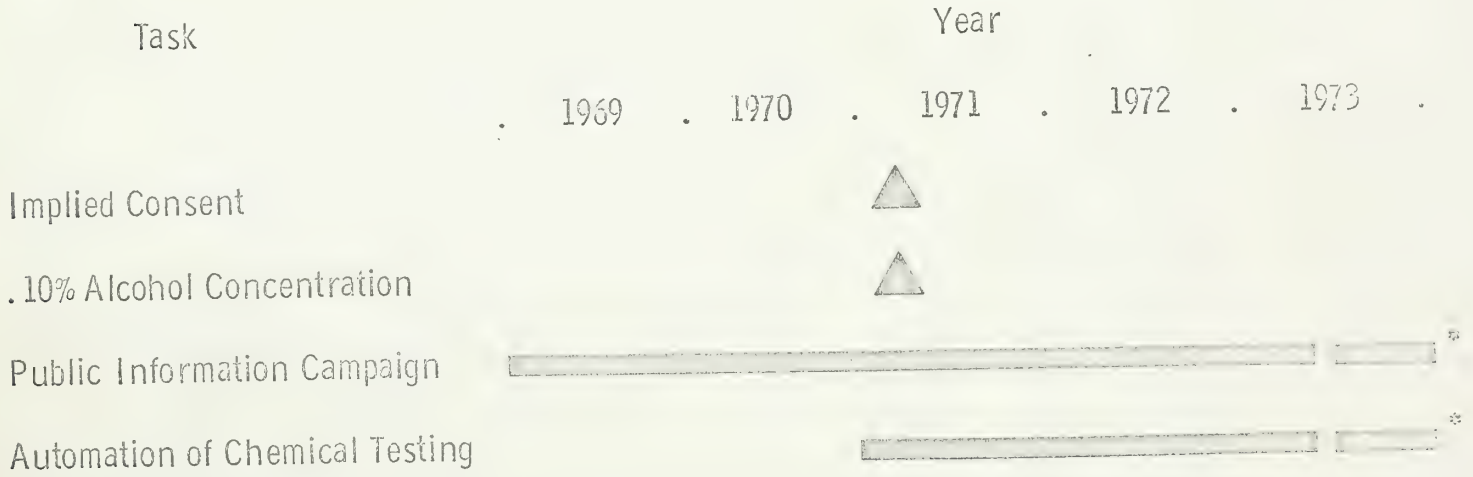
(e) A gas chromatograph or other similar equipment should be provided for the expressed purpose of detecting ethyl alcohol when conducting chemical tests.

(f) All chemical testing should be done in replicate in order to insure the accuracy of the test results.

(g) An application for a research grant should be made to procure necessary testing equipment, to refine test procedures, and to assure adequate trained staff is available for conducting the necessary chemical testing.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 8.0 Alcohol in Relation to Highway Safety



*program fully Operational on a continuing basis

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

8. ALCOHOL IN RELATION TO HIGHWAY SAFETY

	IN EFFECT	IN PLAN
A program to reduce crashes wherein		
alcohol is a contributing factor		X
A specification by the State		
for chemical test procedures		X
defining "intoxicated" or "under the		
influence" as .10% by weight, AND		X
unlawful if concentration equals or		
exceeds .10%		X
A person placed under arrest for DWI		
is deemed to have given consent to a test		X
Quantitative tests for alcohol		
Drivers		
Pedestrians		
Who die within four (4) hours of crash	X	
drivers in crashes fatal to others	X	
State specified qualifications for personnel who		
administer alcohol tests	X	
procedures for tests	X	
reporting and tabulating of results		X
periodic program evaluation		X

PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

ALCOHOL

	~~1970~~	1971	1972	1973	1974
Implied Consent					
.10% Alcohol Concentration					
Public Information Campaign		25	25	25	25
Automation of Chemical Testing		50	50	50	50
		75	75	75	75

[1] Costs for work by existing staff or with equipment currently possessed by Montana are not included.

INTOXICATION REPORT

MHP - IR 37 (Rev. 7-1-56)

INSTRUCTIONS

1. Any charge of driving while under the influence of intoxicating liquor or drug or narcotic must be based upon evidence of (1) erratic or abnormal operation of a motor vehicle, and (2) abnormal behavior and/or appearance.
2. This form is to be used, as fully as possible, in cases where a suspect may be charged with DWI. Officers are to be familiar with the content of the form and obtain all available information indicated for proper recording later.
3. Suspect must voluntarily perform balance and coordination tests. Close observation of the suspect from the time of apprehension until jailed or released frequently provides better evidence of intoxication and/or incoordination than the actual tests themselves. Particular attention should be paid to suspect's getting into and out of cars, walking, lighting cigarettes, etc., in order to note incoordination. Instructions for performance tests are on the reverse side.

IDENTIFICATION -- INTERROGATION

NAME_____ ADDRESS_____

AGE_____ SEX_____ RACE_____ HEIGHT_____ WEIGHT_____ D/L No._____ STATE_____

VEHICLE_____ LICENSE No._____ STATE_____

LOCATION OF VIOLATION_____ DATE_____ TIME_____ M.

FIRST INDICATION OF ALCOHOLIC INFLUENCE_____

UNUSUAL ACTIONS OR STATEMENTS_____ SIGNS OF ILLNESS OR INJURY_____

WERE YOU DRIVING THIS CAR? _____ DESTINATION?_____ WHERE STARTED FROM?_____

WHEN DID YOU LEAVE?_____ M. TIME NOW?_____ M. BEEN DRINKING?_____ WHAT?_____ HOW MUCH?_____

TIME STARTED DRINKING?_____ M. TIME STOPPED DRINKING?_____ M. WHERE?_____ ARE YOU ILL?_____

HAVE YOU BEEN TO A DOCTOR OR A DENTIST RECENTLY? _____ IF SO, WHEN?_____ WHO?_____ WHAT FOR?_____

ARE YOU TAKING MEDICINE?_____ IF SO, WHAT?_____ LAST DOSE?_____ DO YOU HAVE DIABETES?_____ ARE YOU TAKING INSULIN?_____

HAVE YOU USED MOUTHWASH LATELY?_____ ARE YOU HURT?_____ DID YOU GET A BUMP ON THE HEAD?_____ HOW MUCH SLEEP DID YOU HAVE LAST NIGHT?_____ HOW MUCH TODAY?_____

HAVE YOU BEEN DRINKING SINCE THE ACCIDENT? _____ WHAT?_____ HOW MUCH?_____

NOTIFICATION OF RIGHTS

PRIOR TO MY VOLUNTARY CONSENT TO GIVE A SAMPLE OF BODY SUBSTANCE FOR CHEMICAL ANALYSIS, I WAS INFORMED:

1. OF MY RIGHT TO SECURE LEGAL COUNSEL.
2. OF THE NATURE AND CAUSE OF ACCUSATION -- CHARGES FILED.
3. THAT THE RESULTS OF THE CHEMICAL ANALYSIS OF THE BODY SUBSTANCE, GIVEN BY ME, MIGHT BE USED AGAINST ME IN A COURT OF LAW.
4. THAT ANY ADMISSIONS I MAKE, OR ANY INFORMATION CONTRIBUTED BY ME, MAY BE USED AGAINST MY INTEREST IN A COURT OF LAW.

_____ WITNESS

_____ (SIGNATURE OF ACCUSED)

_____ WITNESS

_____ WITNESS

1. BALANCE - HAVE SUBJECT STAND ERECT, WITH HEELS TOGETHER, EYES CLOSED, HEAD BACK. NOTE SWAYING WITH REFERENCE TO SOME PERPENDICULAR LINE, SUCH AS A DOOR JAMB, OR THE CORNER OF A ROOM, ESTIMATING SWAY IN INCHES.
2. WALKING AND TURNING - WALK A STRAIGHT LINE, TOE OF ONE FOOT AGAINST THE HEEL OF THE OTHER, THEN TURN AROUND AND WALK BACK AGAIN. WATCH FOR INCOORDINATION, ESPECIALLY WHEN TURNING AROUND.
3. FINGER-TO-NOSE TEST - STAND ERECT, EYES CLOSED, EXTEND ARMS HORIZONTALLY TO SIDE, THEN ONE ARM AT A TIME, TOUCH THE TIP OF NOSE WITH THE TIP OF THE INDEX FINGER. ESTIMATE ERROR IN INCHES OR PART THEREOF.
4. COIN TEST - PICK UP COINS FROM THE FLOOR. (IF DESIRED, HAVE SUBJECT PLACE COINS ON TABLE AND ARRANGE IN ORDER, WITH LARGEST COINS ON RIGHT. OBSERVE ABILITY.)
5. SPEECH - HAVE THE SUBJECT REPEAT THE FOLLOWING PHRASES: ELECTRICITY, METHODIST, EPISCOPAL, AROUND THE RUGGED ROCK, THE RAGGED RASCAL RAN.
6. HANDWRITING - HAVE THE SUBJECT COPY A SENTENCE, OR SEVERAL WORDS (SUCH AS THE TEST PHRASE IN "5") OR SIGN NAME, SO THAT HANDWRITING MAY BE COMPARED.

(DRAW CIRCLES AROUND WORDS DESCRIBING OBSERVED CONDITIONS. ADD OTHER WORDS OF YOUR OWN.)

BREATH	ODOR OF ALCOHOLIC LIQUOR	APPARENTLY NONE	FAINT	MODERATE	STRONG		
COLOR OF FACE	APPARENTLY NORMAL	FLUSHED	PALE	(OTHER)			
CLOTHES	ORDERLY	MUSSED	SOILED	DISARRANGED	DISORDERLY	(DESCRIBE)	
ATTITUDE	POLITE COOPERATIVE	EXCITED INDIFFERENT	HILARIOUS ANTAGONISTIC	TALKATIVE COCKY	CAREFREE COMBATIVE	SLEEPY INSULTING	(OTHER)
UNUSUAL ACTIONS	PROFANITY	HICCOUGH	BELCHING	VOMITING	FIGHTING	(OTHER	
EYES	APPARENTLY NORMAL	WATERY	BLOODSHOT				
CHECK WHEN TEST MADE ☐ BALANCE	SURE	FAIR	SWAYING	WOBBLING	SAGGING KNEES	FALLING	(OTHER)
☐ WALK &	SURE	FAIR	SWAYING	STUMBLING	STAGGERING	FALLING	(OTHER)
☐ TURNING	SURE	FAIR	SWAYING	UNCERTAIN	STAGGERING	FALLING	(OTHER)
☐ FINGER-TO-NOSE TEST	RIGHT-- SURE	UNCERTAIN	LEFT-- SURE	UNCERTAIN	(OTHER)		
☐ PICK UP COINS TEST	SURE	SLOW	UNCERTAIN	UNABLE	(OTHER)		
☐ SPEECH	FAIR CHOICE OF WORDS	SLURRED	STUTTERING CLEARNESS AND CORRECTNESS OF ENUNCIATION	CONFUSED	INCOHERENT	(OTHER)	
CONCLUSION	EFFECTS OF ALCOHOL -- APPARENTLY NONE ABILITY TO DRIVE -- APPARENTLY FIT		SLIGHT ABILITY IMPAIRED	OBVIOUS	EXTREME GREATLY IMPAIRED		

EXAMINED BY _____ A. M. / P. M.
SIGNATURE TITLE ADDRESS DATE TIME COMPLETED

WITNESSES TO EXAMINATION

_____ _____ _____

SPECIMEN COLLECTION - LABORATORY ANALYSIS

I, _____, VOLUNTARILY SUBMIT THE ENCLOSED SAMPLE OF (BLOOD) (URINE) TO DETERMINE THE PRESENCE OR ABSENCE OF ALCOHOL.

BROKEN SEAL NO. _____ DATE _____ 19____ EXACT TIME _____ M. LAST VOIDED _____ M.

CASE NO. _____ SEAL NO. _____ CORRESPONDING WITH BOTTLE LABEL NO. _____ SPECIMEN BLOOD URINE (CIRCLE ONE)

SUBJECT _____
(PRINT NAME AND ADDRESS)

EXACT TIME TAKEN _____ M. EXACT TIME APPREHENDED _____ M. SAMPLE TAKEN BY: _____
(OFFICER, PHYSICIAN, TECHNICIAN, NURSE, ETC.)

IN PRESENCE OF INVESTIGATING OFFICER - SIGNED: _____ AND DELIVERED BY HIM TO: _____
(POST OFFICE, LABORATORY, ETC.)

PORTION BELOW THIS LINE TO BE FILLED IN BY LABORATORY REPRESENTATIVE

SIGNATURE OF PERSON RECEIVING SPECIMEN _____ SEAL NO. _____ BOTTLE LABEL NO. _____ DATE _____ TIME _____ M.

RECEIVED AT MONTANA BOARD OF HEALTH, WITH SEAL NO. _____ INTACT _____ BROKEN _____ FROM _____ (NAME OF ENFORCEMENT AGENCY) DELIVERED TO ME BY: _____ (PERSON, MAIL)

LABORATORY NUMBER _____ RESULT OF ANALYSIS _____ REPORTED _____ (DATE) SIGNED: _____

[illegible] WILL BE TRANSMITTED ONLY TO THE MONTANA HIGHWAY PATROL - HELENA

EXHIBIT "A"

May 15, 1969

Procedure used at the Montana Health Department for Determining alcohol in blood and urine.

Apparatus and Material used:

1. Distilling apparatus consists of 100 ml. round bottom all glass distilling flask of 100 ml. capacity, a special designed condenser 7" long containing two baffles (to prevent contamination of distillate) from carry over of foreign material, ring stand supports, condenser and distilling flask clamps, rings and rubber tubing for condensing water, bunsen burners, wire gauze square to place between distilling flask and source of heat and steam distillation flask of 1000 ml. capacity for source of steam.

2. Clean pyrex centrifuge tube with pour spout $4\frac{1}{2}$" long and 1" diameter.

3. Clean 3 ml. and 5 ml. Ostwald-Folin pipettes.

4. 50 ml. burette graduated to 1/10 ml. and fitted with teflon stopcock, burette stand and burette clamp.

5. Clean 300 ml. pyrex Erlenmeyer flasks.

6. 400 ml. Pyrex Griffin beakers.

7. Small glass beads - (clean).

8. 500 ml. and 2000 ml. volumetric flask.

9. Potassium Dichromate Bureau of Standards, small crystals.

10. Potassium Iodide A.C.S. Reagent.

11. Starch, soluble Potato for iodimetry.

12. Sodium thiosulfate (reagent) granular anhydrous.

13. Sulfuric Acid concentrated, A.C.S. Reagent (must be free from reducing matter.)

14. A plastic polyethylene wash bottle with distilled water.

All glassware must be clean and a source of good distilled water must be available. Analytical balance with weights should also be available.

Procedure: Preparation of solutions.

1. Prepare a .2607 N. potassium dichromate solution by weighing 6.39 grams of dry potassium dichromate dissolving in distilled water and carefully making up to volume of 500 ml. in a 500 ml. volumetric flask. This solution has a strength such that 1 ml. is capable of oxidizing 3 milligrams of ethyl alcohol to acetic acid. Unless this solution is properly made the entire analysis will be in error.

2. Prepare approximately .05[illegible] normal sodium thiosulfate solution. Weigh out [illegible] grams of sodium thiosulfate crystals and dissolve in [illegible] ml. distilled water. Add [illegible] grams of sodium carbonate, [illegible] ml. isoamyl alcohol and dilute to [illegible] ml. with distilled water. Allow to stand about one week before standardizing.

3. Prepare a starch indicator solution. Measure out about ½ teaspoonful of soluble starch into a 250 ml. beaker and add sufficient cold distilled water to make a thin paste. Stir if necessary to break up lumps. Then pour boiling distilled water from another 250 ml. beaker onto the thin starch paste until the beaker is about 2/3 filled. This should give a practically clear starch solution. Cool before using to room temperature. Decomposition can be prevented by adding a few drops of chloroform to the starch solution.

Determination of Alcohol in Blood or Urine.

Pipette accurately exactly 5 cc portion of .2607 N potassium dichromate solution into clean 1 x 4½" centrifuge tube using clean 5 ml. Ostwald-Folin pipette and pipette about 5 ml. of concentrated sulfuric acid into the centrifuge tube containing the potassium dichromate solution. Mix contents carefully (without spilling) by swirling the tubes gently.

After cleaning the entire distilling apparatus (including condenser) with distilled water, measure out exactly 3 ml. of urine or blood sample into the distilling flask followed by a few ml. of distilled water. A few beads are added to the distilling flask to insure even distillation, without frothing. The addition of a few ml. of saturated picric acid solution to blood helps to prevent frothing.

The flask is then connected tightly to the condenser and a stream of cold tap water circulated through the condenser. One of the centrifuge tubes which had previously been charged with the potassium dichromate solution and sulfuric acid is placed underneath the condenser so that the condenser tube projects well into the solution in the centrifuge tube.

The centrifuge tube is set in a 400 cc beaker 1/3 filled with water and a bunsen burner is placed under the beaker and lighted. The water should be boiling during the distillation procedure and the heat from this water bath will complete the oxidation of alcohol to acetic acid. Make certain that all the glass joints are tight, otherwise alcohol will be lost in the distilling process. A bunsen burner is lighted under the 1000 ml. flask containing distilled water and the contents of the distilling flask are heated with steam and distillate is collected until the centrifuge tube is more than half full. Any oxidation of alcohol present will change the content of the tube from yellow towards a green which is a measure of alcohol present. A blank of distilled water should remain yellow. After heating the tube for several minutes the tube is removed, the contents is then transferred to a 300 ml. Erlenmeyer flask. A blank treated in the same manner is also transferred to another 300 ml. Erlenmeyer and each flask is marked, one with the sample number and one with blank. Wash the last trace of contents out of each tube, using a stream of distilled water from wash bottle and dilute contents of each flask to a volume of about 200 ml.

Pour the .027N Normal sodium thiosulphate solution into the clean 50 cc. burette which is held in a vertical position by the burette stand and clamp. Draw the thiosulphate solution down to the zero mark of the burette. Then add about 2 grams of potassium iodide to the flask marked "Blank H_2O" and shake gently. The [illegible] will liberate iodine from the potassium iodide and the solution will [illegible] the [illegible] is added, [illegible] the [illegible] ("Blank H_2O") [illegible] [illegible]

compound with the starch. Continue adding the sodium thiosulphate solution slowly until the inky blue of the starch-iodine gels lighter. Then add sodium thiosulphate drop by drop, shaking the tube vigorously after adding each drop. The end point is reached when the inky blue of the starch-iodine compound is bleached out and a faint apple-green (devoid of any blue) remains. At this point, read the burette to see how much sodium thiosulphate solution was used. It should take about 47.5 cc. (not less than 45 or more than 49 cc.) This is called the "blank" titration. Do the same thing with the contents of the sample tube - add potassium iodide and titrate with sodium thiosulphate until lemon yellow, then add starch indicator solution and complete the titration. The amount of sodium thiosulphate solution for the sample titration will never be greater than that for the "Blank - H2O" titration and the disparity between the two is a measure of the amount of dichromate used up by the alcohol of the sample.

Calculations - An Example.

A 3 cc. specimen of unclotted blood (weighing 3.15 grams), when distilled into a tube containing 5 cc. of standard dichromate solution and 5 cc. of concentrated sulphuric acid, liberates iodine requiring 24.7 cc. of standard thiosulphate solution.

The "blank" titration on 5 cc. of the standard dichromate solution (which is capable of oxidizing 15 mg. of alcohol) is 47.5 cc. of thiosulphate.

The difference between these two titrations (47.5 - 24.7 or 22.8 cc.) represents the thiosulphate equivalent to the alcohol in 3 cc. of blood specimen.

If 47.5 cc. of thiosulphate solution is equivalent to 15 milligrams of alcohol, then 22.8 cc. of thiosulphate will be equivalent to 22.8/47.5 of 15 milligrams or 7.2 mg. of alcohol which is the amount contained in 3 cc. of blood specimen.

$$\frac{22.8}{47.5} \times 15 = 7.2 \text{ milligrams of alcohol}$$

7.2 milligrams of alcohol = .0072 gram of alcohol

$$\% \text{ alcohol in blood sample} = \frac{.0072 \times 100}{3.15} = .228\ \%$$

Report "Blood contains .22% by weight of alcohol."

The calculations for urine is practically the same as for blood with the following exceptions. 3 ml. of urine, since the specific gravity of urine is very close to 1.00 weighs 3 grams.

The % of alcohol by weight in urine sample can be converted to blood alcohol level by dividing by a factor of 1.3 since alcohol is concentrated more highly in the water in blood in the ratio of about 1.3 to 1.00.

Blood specimens that are already clotted should be centrifuged and the clear

Other Pertinent Information Concerning Analysis of Body Fluid for Alcoholic Content.

1. The personnel who are involved with this type of testing have a minimum of Chemist I classification. Any Chemist I performing this analysis does so under close supervision of a Chemist III who is the chief of the chemistry laboratory.

The qualifications of Chemist I, Chemist II and Chemist III are listed on separate sheets and are included with this report.

All containers for body fluid testing for alcohol are prepared in the Montana Health Department laboratory. The 1 oz. glass vials are chemically clean. They are enclosed in a mailing tube along with a wire seal and the seal number written on a label which is placed on the glass bottle or glass vial. The mailing tube is sealed and picked up by personnel from the Montana Highway Patrol Office in Helena.

The containers, after distribution by the Montana Highway Patrol, are usually received by the laboratory by mail containing specimens of either blood or urine. Prior to analysis the Chemist checks the seal to see if it is intact or broken. The seal is then broken and the form which accompanies the container is then filled out. Each sample, prior to analysis, is given a laboratory number. The following is information that is filled in by the chemist. Signature of person receiving specimen, seal number, bottle number, date and time received, condition of seal, from what agency or person received, by what means (by mail, person), laboratory number, result of analysis, when reported and then signed by the analist performing the analysis.

After the sample is properly identified and recorded in our laboratory record book as well as the form which came with the sample, a portion of the sample is accurately measured and analyzed as described above. The report form is completed and then is sent back to the Montana Highway Patrol.

Prepared by:

L. Champa

L. S. Champa, Chief Chemist
Division of Disease Control
Montana State Department of Health

CHEMIST II

Definition:

Under supervision performs public health, food and drug, industrial hygiene, and medico-legal chemical analyses and other related work as assigned.

Typical Duties:

Examines and chemically analyzes food and food products, drugs, water, beverages, poisons, environmental and clinical materials, and other specimens submitted for chemical analyses; prepares reagents and solutions, standardizes techniques and procedures for analyses; operates a variety of specialized physical and chemical testing equipment and machinery; collects samples in the field for laboratory analyses. Keeps records of analyses and prepares reports.

Minimum Qualifications:

1. Graduation from an accredited college or university with a major in chemistry and two years of successful professional or technical experience in chemical laboratory work. One year of successful graduate training in chemical or biological science may be substituted for one year of the required experience.

2. Considerable knowledge of analytical, physical and organic chemistry; considerable knowledge of the application of standard laboratory techniques, the use of standard laboratory equipment, and the preparation and standardization of reagents and solutions.

3. Ability to exercise good judgment in evaluating situations and in making decisions, to cooperate well with others, to understand oral and written instructions and to accept supervision.

Probationary Period-1 year

July 1, 1953

CHEMIST III

Definition:

Under general supervision performs advanced public health, food and drug, industrial hygiene and medico-legal chemical analyses; supervises subordinate laboratory workers and performs other related work as required.

Typical Duties:

Examines and chemically analyzes or supervises the analysis of foods and food products, drugs, water, beverages, poisons, environmental and clinical materials and other specimens submitted for chemical analyses; prepares reagents and solutions, standardizes techniques and procedures for analyses; operates a variety of specialized physical and chemical testing equipment and machinery; collects samples in the field for laboratory analyses. Conducts investigations and studies of new materials and of new and more efficient methods of performing tests and analyses, and assists in the designing of new testing equipment. Plans and outlines work programs and special projects including research, and instructs, trains and supervises assistants in laboratory procedures. As necessary, makes field investigations. Prepares correspondence, keeps records of analyses and prepares reports.

Minimum Qualifications:

1. (a) Graduation from an accredited four year college or university with a major in chemistry and three years of successful professional experience in chemical laboratory work.

   (b) Successful completion of one year of graduate training in chemical or biological science may be substituted for one year only of the required experience.

2. Thorough knowledge of analytical, physical and organic chemistry; thorough knowledge of the application of standard laboratory techniques to public health work, of the use of standard laboratory equipment, and the preparation and standardization of reagents and solutions; considerable knowledge of the literature of the field of analytical chemistry, as applied to public health, and ability to judge violations on the basis of pertinent laws and regulations.

3. Ability to exercise good judgment in evaluating situations and in making decisions, to cooperate well with others, to understand oral and written instructions, and to supervise others; ability to assemble research material and to organize, analyze, and present data with scientific accuracy and thoroughness.

July 1, 1953.

MONTANA HIGHWAY PATROL
HEADQUARTERS
Helena, Montana
January 1, 1967

GENERAL ORDER
14-1

CHEMICAL TESTS

1. Specimens in Fatal Accidents
2. Chemical Results-"Confidential"

Function

Effective this date members of the Highway Patrol shall be governed by the following policies relating to the results of chemical test analysis in fatal accidents.

1. Specimens in Fatal Accidents

The policy of obtaining blood or other samples from drivers and/or pedestrians, involved in fatal accidents has proven especially significant in identifying the extent drinking plays in our fatal accident picture. Such information has made it possible, for the first time, to enable us to tell what part drinking plays toward our fatal accident picture with a fair degree of accuracy.

In all cases where the investigating officer does not obtain a blood or other sample for analysis in fatal accidents, he will attach an explanation to the accident report spelling out the reason or reasons why a sample or samples were not obtained and sent in for analysis.

Blood alcohol test results will be entered on the Investigator's Accident Report Form in the section identified as "Driver's Condition".

In view of the success of our program of chemical tests to determine intoxication, it appears desirable that this program be used more extensively in determining just how much of a factor alcohol is in the accident

EXHIBIT "D"

problem. We know that alcohol is present in a large percentage of the fatal accidents. What we don't know too well is: "What stage of intoxication is most prevalent in our fatal accident experience?"

Patrolmen shall exert every effort to obtain samples of blood (before embalming) of all drivers who are killed. If possible, a specimen should be obtained from every driver involved in a fatal accident.

2. Chemical Test Results "Confidential"

Quite often this Department is subject to severe criticism because the results of blood samples in fatal accidents have been publicized in trials and in coroner's inquest. The original purpose of obtaining blood samples from persons killed in accidents was for statistical information only. Coroners and other persons involved in obtaining the samples have been assured that the results of such tests would be used for statistical purposes only, and not publicized in trials and inquests. Certainly, if it is the desire of the coroner to present the chemical test evidence to the coroner's jury for the purpose of determining the cause of death, then such evidence should be made available at this request.

Except in those cases where the coroner requests such information for his coroner's inquest all chemical test results of persons killed in accidents shall be retained as confidential matter at Headquarters and not released except on service of subpoena deces tecum.

/S/ Alex B. Stephenson
ALEX B. STEPHENSON, Supervisor
Montana Highway Patrol

MONTANA HIGHWAY PATROL
HEADQUARTERS
Helena, Montana
January 1, 1967

GENERAL ORDER
#14-2

CHEMICAL TESTS

1. Conducting Coordination & Balance Tests
2. Encouraging Specimen Analysis
3. Procedure for submitting Urine Specimen
4. Preparing Specimen Collection Form
5. Preparing Intoxication Report Form IR-37

Function

Effective this date members of the Highway Patrol shall be governed by the following policies relating to the use of chemical test analysis to substantiate DWI charges.

1. Conducting Coordination & Balance Tests

When a member has reason to believe that a driver might be under the influence of intoxicating liquor while operating a motor vehicle he should conduct those balance and coordination tests that circumstances will permit. If after conducting the tests the member is satisfied that the driver is under the influence of intoxicating liquor, such DWI charges shall be made and the defendant incarcerated. If your examination of the suspect on the road was limited because of conditions, it may be well to re-examine the DWI suspect when arriving at the jail where a more complete examination and observation may be made. The importance of conducting balance and coordination tests has been "brought home" by the criticism and embarrassment some officers have experienced in the court room.

DWI suspects shall never be allowed to operate his vehicle once the member suspicions him of being under the influence and anticipates a charge of driving while under the influence.

CHEMICAL TESTS

2. Encouraging Specimen Analysis

If a DWI suspects the validity of a charge of driving while under the influence of intoxicating liquor, inform him that there is a procedure by which it may be determined whether or not his present condition and apparent impairment is the result of the presence of alcohol in his system. Such procedure is the determination of alcohol concentration through the chemical analysis of a body specimen (blood - urine). If the DWI suspect should agree voluntarily to submit a specimen for analysis, he should be informed that, should the results of such analysis be negative, that you will recommend a dismissal of the DWI charge. He must also be informed that should the analysis of the specimen submitted show evidence of alcohol, that such evidence will be used against him in court to prove the DWI charge.

Should the suspect insist upon a blood specimen, arrange for a doctor, nurse, or qualified technician for drawing the specimen. Before the blood specimen is drawn, inform the suspect and the person who draws the blood that you desire a specimen of the blood for analysis by a technician or chemist of your choice. (Specimen collection kits should be available for this specimen.)

3. Procedure for Submitting Urine Specimen

If the suspect is willing to submit a specimen of urine, the procedure shall be as follows:

a. Bring forth the sealed mailing tube and show the suspect and anyone else in the immediate vicinity (the jailer, patrolman or policeman) that the mailing tube is sealed.

b. Break the seal in the presence of the suspect and other witnesses.

c. On the specimen collection form note the number of the broken seal in the space provided.

d. Read the following statement to the suspect in a manner that will enable the other witnesses (if any) to hear that it has been read to him.

"I, _____, voluntarily submit a sample of urine for analysis."

(Then ask the suspect to sign in the proper place.)

e. Go with the suspect to the toilet or washroom and hand him the opened bottle and ask him to urinate in it. Care should be taken to insure the suspect does not dilute the sample. (It is believed that the officer can observe the suspect actually submitting the sample without being impertinent.)

f. Take the sample of urine from the suspect and place the cover on the bottle.

g. Fill out the remainder of the form and insert both bottle and form in the mailing tube. (In presence of witnesses, if possible.)

h. Seal the mailing tube with the seal that is provided.

4. Completing Specimen Collection Slip and Laboratory Analysis Request Form

Suspect's signature -- Indicates that the suspect voluntarily submitted to the alcohol test.

Broken Seal Number -- Number of the seal which is intact when the officer receives the mailing tube and which he breaks at the time of the specimen collection.

Date and Time -- Are self-explanatory.

Witnesses -- Those present when: Suspect signs for voluntary alcohol test; when officer breaks seal; when officer re-seals for mailing to Helena.

Investigating Officer -- Arresting officer or officer making charge.

CHEMICAL TESTS

Case Number -- This number could be used to keep a file and record of the officer's cases. This number could also correspond with the case envelope number in the more involved cases. This would be a method of identifying all evidence in the same case.

Seal Number -- This is the number on the seal that is enclosed in the mailing tube, which will be used to seal the mailing tube for its return to the laboratory.

Bottle Label Number -- Number on bottle enclosed in the mailing tube. This number should correspond with the enclosed seal. This number will assure continued identification of the specimen through the analytical process.

Specimen From -- Name and address of person submitted to test (PLEASE PRINT).

Specimen Of -- Blood -- Urine (To be examined for alcohol content).

Exact Time -- Date -- are self-explanatory.

Exact Time Apprehended -- This information may be pertinent for prosecution. Example: If it can be shown that time elapsed before the specimen collection, it would certainly indicate that the suspect was more impaired at a previous time. (This particularly pertains to blood).

Sample Taken By -- In all cases where urine specimens are taken, this will be signed by the investigating officer. However, in blood specimens, this would be the physician, technician, nurse, etc.

Sample Sealed By -- Again in the urine test this would be signed by the investigating officer. In most cases

the officer could seal the blood specimen too. However, it would be feasible for the person taking the specimen to also seal the mailing tube. In this case, it would be signed by the physician, technician, nurse, etc.

In Presence of Investigating Officer -- In cases where other than the investigating officer takes the specimen and makes the seal, then the investigating officer signs as a witness to the submission and to the sealing of the mailing tube.

5. Completing Intoxication Report Form (IR-37)

Intoxication Report Form (IR-37) shall be completed for every charge of driving while under the influence of intoxicating liquor. Any deviation from the following policy will not be tolerated. (Form IR-37 will replace the obsolete Intoxication Report Form).

Form IR-37 shall be made for every charge of driving while under the influence of intoxicating liquor or drugs.

a. When the suspect refuses or is unable to submit to such blood or urine test, that portion of Form IR-37 relating to specimen collection and analysis will be left blank.

b. In cases where the suspect is unable, due to injury or unwilling to perform the coordination tests, that portion of Form IR-37 relating to "Examination" will be left blank.

c. In fatal accidents where blood is drawn from the deceased, that portion of Form IR-37 relating to specimen collection and analysing will be filled in. Also any other pertinent information which can be obtained by the investigating officer should be noted on the form.

4. A "Notification of Rights" section has been added to the reverse side of the specimen collection section. The Form is now perforated to enable the investigating officer to separate the Specimen Collection from the Identification and Interrogation section. Only the Specimen Collection section of the form will be forwarded with the specimen to the Board of Health. EVERY SPECIMEN FORWARDED TO THE BOARD OF HEALTH FOR ANALYSIS MUST BE ACCOMPANIED WITH THE SPECIMEN COLLECTION FORM. All specimens received without the form shall be discarded by the chemist at the Board of Health.

/S/ Alex B. Stephenson
ALEX B. STEPHENSON, Supervisor
Montana Highway Patrol

CHEMICAL TEST AND INTOXICATED DRIVING DATA

1967 - 1968

Chemical Test Results

Division	.00% - .05%		.06% - .14%		.15% or More		Number of Samples Submitted	
	1968	1967	1968	1967	1968	1967	1968	1967
I	0	0	2	2	22	26	24	28
II	1	0	7	2	29	43	37	45
III	1	0	3	2	37	22	41	24
IV	1	0	2	2	31	31	34	33
V	0	0	5	2	42	29	47	31
Total	3	0	19	10	161	151	183	161

Driving While Under the Influence

Division	Summonses Issued		Convicted		Not Convicted		Pending	
	1968	1967	1968	1967	1968	1967	1968	1967
I	137	111	124	100	7	8	6	3
II	139	134	119	109	12	13	8	12
III	135	142	115	132	10	9	10	1
IV	119	108	108	101	7	5	4	2
V	115	92	112	90	1	1	2	1
Total	645	587	578	532	37	36	30	19

EXHIBIT "F"

IDENTIFICATION AND SURVEILLANCE OF ACCIDENT LOCATIONS

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES:

A. Milepost Accident Location Tabulation

B. Local Street Accident Location Tabulation

C. Multiple-Accident Location Tabulation

D. Flow Chart of Current Identification and Surveillance Program

PURPOSE

"To identify specific locations or sections of streets and highways which have high or potentially high accident experience, as a basis for establishing priorities for improvement, selective enforcement, or other operational practices that will eliminate or reduce hazards at the location so identified." (Highway Safety Program Standard)

PRESENT STATUS

The responsibilities for Identification and Surveillance of High Accident Locations lie jointly with the Highway Patrol and the Highway Department. Within the Highway Patrol, the Traffic Records Section has the responsibility for accident records. In the Highway Department, the Planning Survey Department and the Traffic Engineer's office are particularly involved. The Planning Survey Department is continually striving to improve the Highway Department's data base while at the same time organizing and analyzing the accident data and publishing documentation of the statistics. The Traffic Engineer's office and the Highway Patrol acting jointly and independently consider alternatives whereby corrective actions may reduce the accident rate.

Much of Montana's road network is sparsely traveled. Consequently, the data system for identification and surveillance of accident locations must include consideration of location classes as well as specific locations. As a result, the number of accidents at a specific location may not be large enough to be statistically significant, but the number of accidents in particular location classes may be large enough to support a decision to pursue a particular countermeasure.

In the last few years, Montana has made great strides in developing a data base for this program. Ultimately, this data base will pay off when effective quantitative tools are developed to permit more objective decision-making relative to alternative corrective actions. Currently, the decision-making process of corrective action is largely based on applying the best available subjective expertise (engineering judgement),

having armed the expert with the best currently available quantitative data.

Some of the types of locational accident data used in this program are:

- Historical accident data for that particular location
- Historical accident data for a particular stretch of road
- Historical accident data after it has been classified by
  - . Accident class
  - . Location class, which is a function of accident class

To complete the decision-making process, the costs of correcting each hazard and an estimator for the probable cost savings of proposed corrective actions is needed. The output of such an application of cost effectiveness would be a list of priorities.

A. Identification of Accident Locations

Accident locations are reported relative to mileposts for rural highways, cities, or city streets. Appendices A and B show how the locations are coded. Mileposts numbers are given to one or two decimal plases and the category "Accident Location other than Milepost" gives the distance in miles and direction from a city or town. The county is also given (Appendix A). Appendix B shows how the locational information is coded for city streets. Locations are specified relative to an interesction by giving the direction and the distance in feet. For county roads, no mileposting system exists.

B. Inventory of High Accident Locations

A sample data tabulation of the multiple-accident locations is presented in Appendix C. No rank ordered list is currently prepared.

C. Locations Where Accidents are Increasing Sharply

The accident data documentation is published annually. Accident dates are stored in the present data program and are available as needed. It can, however, be used to compare, extropolate, and correlate over a few years period, but this is not done routinely.

D. Inventory Design or Operating Features With Which Accident Frequencies Are Associated

Nationwide data from general research sources are used for this purpose rather than depending on the information system to feed data back into the system. Except for environmental differences, there appears to be no apparent reason why the design and operating features with which high accident frequencies and severities are associated in Montana should be greatly different from the design and operating features associated with high accidents in other states, particularly those in the same geographic regions.

Currently, no summary compilations are made either to check this or to provide the information feedback to do this internally.

E. Take Measures for Reducing Accidents

The measures taken in Montana depend upon consideration of a number of factors, some of which relate to conflicting priorities or demands for resources. The main product of the data on accident locations is a measure devised to reduce accidents. The steps in Montana for reaching decisions on countermeasure projects are shown in Appendix D and are as follows:*

1. Accident data is collected by the Highway Patrol. Accident reporting forms are received from political sub-divisions as well as from the Highway Patrol officers, who investigated the accidents.
2. All fatal accidents and a sample of other accidents are investigated by the Highway Patrol. The results of these investigations are made known directly to the Traffic Engineer and the Planning Survey Director.

* accident reports are not readily available in many instances due to non-uniform reporting procedures

3. Traffic and Highway Characteristics data is collected by the Planning Survey Section.
4. The Highway Patrol and the Planning Survey Section have a joint project to reduce data and publish periodic compendiums of accident data. Accident Report on Montana's Rural Primary Highway System and Summary of Fatal Traffic Accidents on Montana Streets and Highways are two of the documents published annually. The Planning Survey Section publishes Traffic by Sections on Montana Streets and Highways, and Sufficiency Rating, Montana Primary Highways.
5. The Planning Survey Section analyzes the data documented above by making summary compilations that may be of further use in making inferences relative to the locational factors in accidents.
6. The Traffic Engineer's office performs analyses relative to the screening required to narrow down the list of candidate locations for improvement projects.
7. Traffic rerouting and traffic control device alternatives are reviewed by the Traffic Engineer.
8. Enforcement alternatives are reviewed by the Highway Patrol.
9. Design and construction alternatives, as well as traffic alternatives, are reviewed by the Preconstruction Engineer.
10. The Assistant Highway Engineer for Engineering reviews the previous Highway and Traffic Engineering findings adding particular emphasis on financing matters as well as the suitability of the candidate alternatives relative to the Montana Highway Commission Five Year Constuction Program. Recommendations are made regarding financing if the project is recommended.

Finally, it must be noted that the countermeasures finally adopted are constrained by considerations of available staff workload and financing.

F. Evaluate Effectiveness of Safety Improvements

Before-and-after studies are done in Montana. Once again, however, it must be noted that the number of studies which can be conducted is limited by the available staff.

G. Maintain Surveillance of the Road Network

The basis for maintaining this surveillance of the road network in Montana is the data collection and project evaluation process described above. Montana plans to formalize and document the current informal program. The needs for additional automation of the data handling and estimates of the potential effect on the accident location surveillance program will be possible upon completion of the study of Traffic Records now being conducted in Montana.

H. Develop Methods for Correction of Potentially High Accident Locations

The best available methods based on nationwide experience as well as experience within Montana is used to develop methods to correct potentially high accident locations. Creative research innovations do take place, but the amount of effort which can be devoted to this aspect of the total workload is limited by the availability of staff.

I. Program Evaluation

Currently, the program for accident location and surveillance is not evaluated as a total program. Before-and-after studies have been made on specific projects, and these studies have shown that the projects studied were indeed effective. Montana plans to evaluate the total program on a periodic basis.

PROPOSED PROGRAM AND IMPLEMENTATION SCHEDULE

Formalize the Program in the Highway Patrol for Increased Patrolling of High Accident Locations

There is increased patrolling of high accident locations by the Highway Patrol, but no formal program exists. The program will be formalized by a written directive. One advantage of a formal program is that when quantitative tools are developed to determine optimal patrolling schedules, the administrative mandate and structure will exist for putting these developments into practice.

Formalize the Program in the Highway Department for Identification and Surveillance of Accident Locations

The current informal program in the Highway Department will be formalized to better execute the requirements and needs of this standard area. A document will be written stating what work functions are to be performed and which organizations will be responsible for performing them.

Install Mileposting for Heavily Traveled "Secondary" Roads

This step has been started to get a more complete coverage of the road network thus supplying more useful data for this standard.

Produce Regularly, the Following Data Summaries:

- Roadside Object Crashes
- Pedestrian Accidents
- Intersection Accidents

These data are needed in order to make well-informed decisions on corrective actions. If accident data is on-line by 1971, it will also be possible to make correlations with this data.

Produce a List of Accident Locations Rank-Ordered by

- Number of accidents
- Accident loss variables

Currently a list of multiple accident locations is compiled. A rank-ordered list by number of accidents will reduce the amount of manual data sorting required of the analyst. Further, a list rank-ordered by

accident loss variables would provide an alternative and perhaps better guide toward identifying needy locations. This is because certain locations may have a high tendency to have minor accidents or vice versa. Accident loss variables such as economic loss, number of serious injuries, and number of deaths will be used.

Develop and Implement Elementary Cost-Effective Techniques for Corrective Decisions

While well-developed cost-effectiveness techniques have yet to be put into operation for Identification and Surveillance of Accident Locations. The development of computerized accident records systems can make this possible in the future. The document, Evaluation of Criteria for Safety Improvements on the Highways (1966) published by the Bureau of Public Roads has already made a start at a solution to this problem. By 1972, Montana will have five years of accident history on tape and, hopefully, a computer system for analysis of traffic records. At that time the best cost-effectiveness techniques available that do not require an elaborate soft-ware system will be used in the program.

Increased Analysis of High Accident Locations by District Traffic Engineers

Once the program to identify high accident (and high accident cost) locations is functioning smoothly, next follows the requirement to analyze these locations. It is planned to establish Traffic Engineers in the Highway Districts in 1972 (See 13 - Traffic Control Devices). It is, therefore, logical that one of the important duties of the District Traffic Engineers be the analysis of these high accident locations. The traffic engineers' specialized knowledge of their areas should provide good recommendations for corrective action.

Implement Advance Cost-Effectiveness Techniques for Corrective Decisions

By 1975, data should begin to accumulate not only relative to accident locations and accident costs, but relative to the effectiveness of criteria used to make past corrective decisions. Additionally, the software should

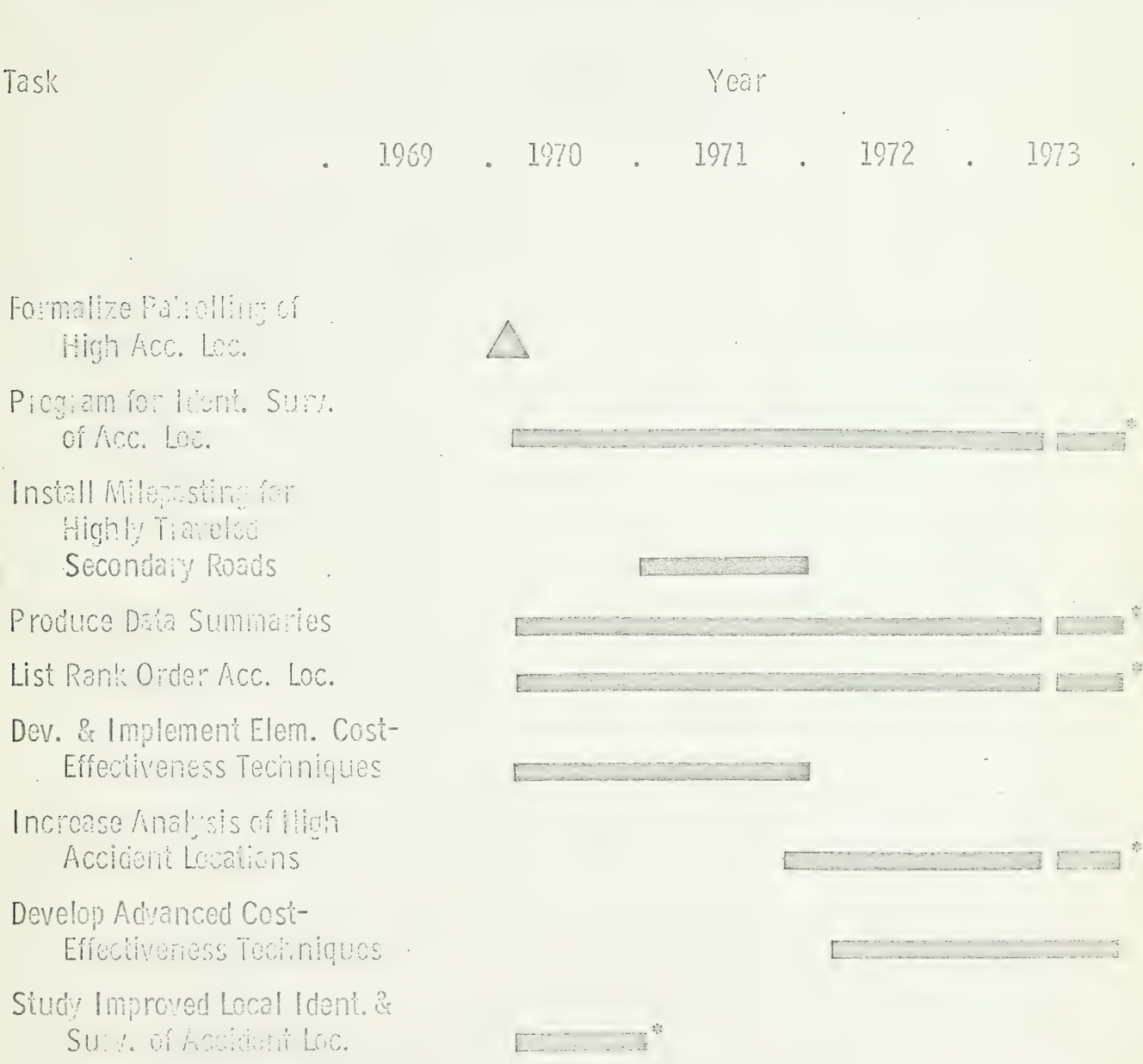
be functioning smoothly enough to consider the development of a routine which would tabulate costs and benefits for alternative corrective actions and select the best candidates for a given budget. This will depend upon estimates supplied by the District Traffic Engineers. Thus, in the advanced cost-effectiveness program, the computer would be used as an aid not only in selecting potential candidate locations but making resource allocation decisions among them.

Study of the Best Way to Improve Local Identification and Surveillance of Accident Locations on Local Roads and Streets

One of the basic decisions to be made is how to coordinate State Planning activities with local authorities. The State, having the personnel and data processing resources, could conceivably compile the data pending receipt of adequate information and perform many of the analyses, for beyond the State system, but the decision-makers in highway improvements for local roads are local authorities. Can the larger cities (about 50,000 population) take steps toward developing effective information systems of their own, or should the State provide the municipalities with the results of its analyses for its area? Answers to these and similar questions can only be resolved by further study. This activity could not be financed with Federal Aid funds normally. Thus unless the local authorities allocated State Highway funds allocated to them by State Law, an alternate method of funding would be required.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 9.3 Identification and Surveillance of Accident Locations



PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

IDENTIFICATION AND SURVEILLANCE

	1971	1972	1973	1974
Patrol High Accident Locations	100	100	100	100
Identification/Surveillance of Accident Locations***	50	25	25	25
Mileposting for Highly Traveled Secondary Roads	25*			
Data Summaries				
Rank Accident Locations				
Implement Elementary Cost-Effectiveness Techiques for Corrective Decisions				
Analysis of High Accident Locations				
Implement Advanced Cost-Effectiveness Techniques for Corrective Decisions				
Improve Local Identification and Surveillance of Accident Locations (See Text)				
	175	125	125	125

[1] Costs for work by existing staff or with equipment currently possessed by Montana are not included**

* Pending approval by County Commissioners, Federal Aid funds could be utilized for this item.

** It is anticipated that State or Federal Highway Funds would be available for costs enumerated except as noted.

*** Possible H.P.R. project

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

9. IDENTIFICATION AND SURVEILLANCE OF ACCIDENT LOCATIONS

	IN EFFECT	IN PLAN
A procedure for accurate identification of accident locations on all streets	X	X
A procedure for accurate identification of accident locations on all roads	X	X
Procedure to identify accident experience on any specific section of road system	X	X
Procedure to identify accident experience on high accident locations	X	
Locations where accidents are increasing sharply		
Associated design and operating features		
Procedure to take appropriate measures	X	
Procedure to evaluate effectiveness of countermeasures	X	X
Program for continuing surveillance of road network		X
Program to develop methods for correction of high accident locations		X
Periodic evaluation of program		X

TOTAL SUMMARY OF FATAL VEHICLE TRAFFIC ACCIDENTS
IN MONTANA versus HIGHWAY DESIGNATION AND ROUTE NUMBER
YEAR - 1967

US 2

Milepost Number	Accident Location Other than Milepost	County	Character of Road	Road Condition Surf	Road Condition Light	Type of Accd	Persons Killed	Persons Injured
402.60	0.9 mi W. of Chinook	Blaine	Curve	Dry	Dark	FO	1	2
403.25	0.3 mi E of Chinook	Blaine	Straight	Dry	Day	FO	1	6
403.92	0.1 mi E of Chinook	Blaine	[illegible]	Dry	[illegible]	FO	2	-
407.07	3.0 mi W of Harlem	Blaine	Straight	Dry	[illegible]	SO	1	-
409.30	2.0 mi E of Harlem	Blaine	Straight	Dry	Day	SSO	1	1
	BLAINE COUNTY 5						6	9
3 [illegible].40	18.2 mi W of Kalispell	Flathead	Straight	Dry	Day	HO	1	3
138.04	3.2 mi NE of Columbia Falls	Flathead	Straight	Wet	Dark	HO	1	-
140.20	4.8 mi N of Columbia Falls	Flathead	Grade	Dry	Day	SSM	2	7
1[illegible].70	3.9 mi E of Coram	Flathead	Curve	Dry	Day	FO	1	-
160.[illegible]	5.6 mi E of West Glacier	Flathead	Straight	Dry	Dark	HO	1	-
	FLATHEAD COUNTY 5						6	10
2[illegible].40	2.5 mi W of Browning	Glacier	Straight	Dry	Dark	SSO	1	1
2[illegible].80	18.6 mi E of Browning	Glacier	Straight	Dry	Dark	SSM	1	2
	GLACIER COUNTY 2						2	3
3[illegible].[illegible]	0.1 mi E of Gulliford Turnoff	Hill	Straight	Dry	Day	FO	3	4
[illegible].[illegible]	8.9 mi W of Havre	Hill	Straight	Dry	Day	HO	1	-
	HILL COUNTY 2						4	4
[illegible].[illegible]	8.4 mi W of Troy	Lincoln	Curve	Dry	Dark	FO	1	-
[illegible].[illegible]	12.9 mi W of Libby	Lincoln	Curve	Dry	Dark	FO	1	-
	LINCOLN COUNTY 2						2	-
461.63	2.0 mi W of Dodson	Phillips	Curve	Dry	Day	HO	1	3
481.80	12.2 mi W of Malta	Phillips	Curve	Icy	Day	FO	1	1
	PHILLIPS COUNTY 2						2	4
607.[illegible]	2.6 mi W of Wolf Point	Roosevelt	Straight	Dry	Day	HO	1	-
6[illegible].30	1.2 mi W of Poplar	Roosevelt	Straight	Icy	Dark	HO	1	5
	ROOSEVELT COUNTY 2						2	5

TOTAL SUMMARY OF FATAL VEHICLE TRAFFIC ACCIDENTS
IN MONTANA versus HIGHWAY DESIGNATION AND ROUTE NUMBER
YEAR - 1967

ROUTE NUMBER: US 2

Highway Designation and Number	Milepost Number	Accident Location Other than Milepost	County	Character of Road	Road Condition			
US 2	511.70	1.6 mi W of Hinsdale	Valley	Straight	Dry			
	552.50	10.4 mi E of Glasgow	Valley	Straight	Wet			
TOTAL ACCIDENTS FOR VALLEY COUNTY			2					
GRAND TOTAL ACCIDENTS FOR US NO. 2			22					

TOTAL SUMMARY OF FATAL VEHICLE TRAFFIC ACCIDENTS
IN MONTANA versus HIGHWAY DESIGNATION AND ROUTE NUMBER
YEAR - 1967

Table 13
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Highway Designation Number	Milepost Number	Accident Location Other than Milepost	County	Character of Road	Road Condition Surface	Road Condition Light	Type of Accident	Persons Killed	Persons Injured
[illegible]	[illegible]	6th St. W at Intr with 7th Ave. W.	Flathead	Straight	Dry	Day	HO	2	2
[illegible]	[illegible]	City of Kalispell 1						1	2
[illegible]	[illegible]	US 2 (Montana Ave)	Lincoln	Curve	Dry	Dark	HO	2	-
[illegible]	[illegible]	City of Libby 1						2	-
[illegible]	[illegible]	4th St, North (Dead End)	Custer	Straight	Dry	Dark	HO	1	1
[illegible]	[illegible]	City of Miles City 1						1	1
[illegible]	[illegible]	Intersection US 10, 12, 93	Missoula	Straight	Wet	Day	HO	1	-
[illegible]	[illegible]	Intersection US 10, 60 ft East of Pattee St	Missoula	Straight	Wet	Dark	PED	1	-
[illegible]	[illegible]	City of Missoula 2						2	-
[illegible]	[illegible]	Main St US 12 & 87 150 ft North of 4th Avenue	Musselshell	Straight	Dry	Dark	PED	1	-
[illegible]	[illegible]	2nd Street & Central Ave	Richland	Straight	Dry	Day	HO	1	-
[illegible]	[illegible]	City of Whitefish 1						1	-
[illegible]	[illegible]	[illegible] IN CITIES 23						26	23

FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS
IN MONTANA versus HIGHWAY DESIGNATION versus COUNTY
YEAR - 1967

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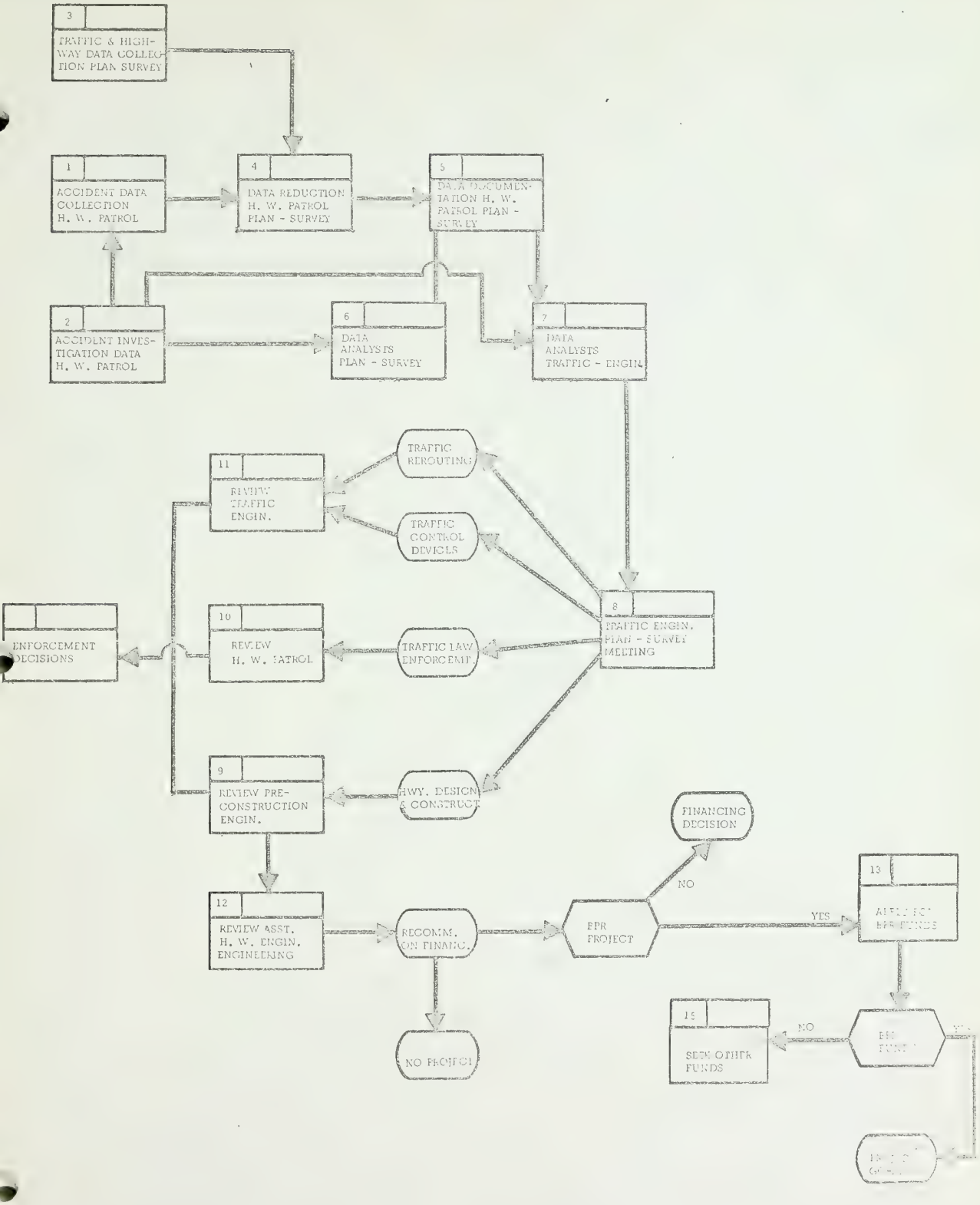
Table 5

HIGHWAY DESIGNATION	COUNTY	NUMBER OF FATAL ACCIDENTS	NUMBER OF PERSONS KILLED	NUMBER OF PERSONS INJURED
	FLATHEAD			
INTERSTATE	"	-	-	-
U.S. & STATE	"	2	2	6
COUNTY ROAD	"	3	3	4
CITY	"	-	-	-
COUNTY TOTAL		5	5	10
	BIG HORN			
INTERSTATE	"	1	1	-
U.S. & STATE	"	4	4	4
COUNTY ROAD	"	5	5	11
CITY	"	1	1	-
COUNTY TOTAL		11	11	15
	GALLATIN			
INTERSTATE	"	-	-	-
U.S. & STATE	"	5	6	9
COUNTY ROAD	"	4	5	7
CITY	"	-	-	-
COUNTY TOTAL	"	9	11	16
	BROADWATER			
INTERSTATE	"	-	-	-
U.S. & STATE	"	1	1	1
COUNTY ROAD	"	-	-	-
CITY	"	-	-	-
COUNTY TOTAL		1	1	1

CA	MM	MONTH	DATE	DAY	HOUR	ACCIDENT GROUP	CHR. OF ROAD	NO. OF LANES	ROAD SURFACE	TYPE ACCIDENT
INTERSTATE										
015	124.0	SEPT.	7	THU	12	PD	STRAIGHT	2	DRY	SAME DIRECTION
015	124.0	DEC.	25	MON	04	INJ	STRAIGHT	2	SNOWY-ICY	PARKED VEHICLE
015	124.1	MAY	28	SUN	15	PD	STRAIGHT	2	WET	OVERTURNED IN RDWY
015	124.1	JUL.	1	SAT	18	PD	STRAIGHT	2	DRY	RAN OFF RDWY
015	125.1	JUN.	6	TUE	16	PD	CURVE	2	SNOWY-ICY	SAME DIRECTION
015	125.1	JUN.	13	TUE	24	PD	STRAIGHT	2	DRY	ANIMAL
015	126.9	MAR.	6	MON	12	INJ	STRAIGHT	4D	SNOWY-ICY	SAME DIRECTION
015	126.9	MAR.	6	MON	12	INJ	STRAIGHT	4D	SNOWY-ICY	SAME DIRECTION
015	192.0	JUN.	25	SUN	24	PD	STRAIGHT	2	DRY	RAN OFF RDWY
015	192.0	JUL.	26	WED	24	INJ	STRAIGHT	2	DRY	FIXED OBJECT
015	197.2	JAN.	26	THU	16	INJ	STRAIGHT	4U	SNOWY-ICY	SAME DIRECTION
015	197.2	JAN.	26	THU	17	PD	STRAIGHT	4U	SNOWY-ICY	OPPOSITE DIRECTION
015	197.2	MAR.	6	MON	11	PD	STRAIGHT	4U	SNOWY-ICY	SAME DIRECTION
015	210.0	MAY	10	WED	20	INJ	CURVE	2	SNOWY-ICY	OPPOSITE DIRECTION
015	211.0	DEC.	27	WED	21	PD	CURVE	2	SNOWY-ICY	FIXED OBJECT
015	211.5	NOV.	3	FRI	16	PD	CURVE	2	SNOWY-ICY	RAN OFF RDWY
015	211.5	FEB.	4	SAT	16	INJ	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
015	211.7	APR.	18	TUE	21	PD	CURVE	2	SNOWY-ICY	RAN OFF RDWY
015	211.7	NOV.	24	FRI	12	PD	CURVE	2	WET	OTHER OBJECTS
015	242.0	MAY	1	MON	08	PD	STRAIGHT	2	SNOWY-ICY	RAN OFF RDWY
015	242.0	JUN.	10	SAT	22	PD	STRAIGHT	2	DRY	ANIMAL
015	247.0	APR.	15	SAT	11	PD	STRAIGHT	2	DRY	FIXED OBJECT
015	247.0	APR.	28	FRI	10	PD	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
015	255.3	JAN.	22	SUN	16	INJ	STRAIGHT	2	SNOWY-ICY	OPPOSITE DIRECTION
015	255.3	JUN.	11	SUN	13	PD	STRAIGHT	2	DRY	SAME DIRECTION
015	270.0	FEB.	4	SAT	23	INJ	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
015	270.0	MAY	5	FRI	17	PD	STRAIGHT	2	DRY	FIXED OBJECT
015	270.0	MAY	23	TUE	11	INJ	STRAIGHT	2	DRY	FIXED OBJECT
015	270.4	AUG.	28	MON	17	INJ	STRAIGHT	2	DRY	SAME DIRECTION
015	270.4	DEC.	16	SAT	18	INJ	STRAIGHT	4U	SNOWY-ICY	OPPOSITE DIRECTION
015	270.4	DEC.	16	SAT	17	INJ	STRAIGHT	4U	SNOWY-ICY	OVERTURNED IN RDWY
015	274.0	JUN.	16	FRI	16	PD	CURVE	2	DRY	FIXED OBJECT
015	274.0	AUG.	11	FRI	22	PD	STRAIGHT	2	DRY	SAME DIRECTION
015	275.2	AUG.	20	SUN	21	PD	STRAIGHT	2	DRY	OPPOSITE DIRECTION
015	275.2	DEC.	27	WED	13	PD	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
015	285.1	SEPT.	24	SUN	22	INJ	STRAIGHT	2	DRY	RAN OFF RDWY
015	285.1	NOV.	30	THU	23	PD	STRAIGHT	2	DRY	RAN OFF RDWY
015	294.9	DEC.	2	SAT	23	FAT	STRAIGHT	2	DRY	OPPOSITE DIRECTION
015	294.9	DEC.	29	FRI	07	PD	STRAIGHT	2	SNOWY-ICY	RAN OFF RDWY
015	404.3	MAY	13	SAT	03	PD	CURVE	2	DRY	FIXED OBJECT
015	404.3	MAY	20	SAT	24	INJ	STRAIGHT	2	DRY	FIXED OBJECT

FA	MM	MONTH	DATE	DAY	HOUR	ACCIDENT GROUP	CHAR. OF ROAD	NO. OF LANES	ROAD SURFACE	TYPE OF ACCIDENT
090	060.0	FEB.	6	MON	04	PD	STRAIGHT	2	DRY	RAN OFF RD
090	060.0	FEB.	17	FRI	07	INJ	STRAIGHT	2	SNOWY-ICY	RAN OFF RD
090	060.0	APR.	13	THU	20	PD	STRAIGHT	2	DRY	RAN OFF RD
090	082.3	NOV.	23	THU	07	PD	STRAIGHT	2	SNOWY-ICY	RAN OFF RD
090	082.3	NOV.	23	THU	05	PD	STRAIGHT	2	SNOWY-ICY	SAME DIRECTION
090	082.3	DEC.	27	WED	19	PD	CURVE	2	SNOWY-ICY	SAME DIRECTION
090	082.3	DEC.	31	SUN	19	INJ	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
090	095.8	MAR.	11	SAT	15	PD	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
090	095.8	MAR.	11	SAT	15	PD	STRAIGHT	2	SNOWY-ICY	SAME DIRECTION
090	096.1	JAN.	27	FRI	24	INJ	STRAIGHT	2	SNOWY-ICY	RAN OFF RD
090	096.1	NOV.	3	FRI	17	PD	STRAIGHT	2	DRY	SAME DIRECTION
090	097.8	JAN.	10	TUE	03	PD	STRAIGHT	2	DRY	SAME DIRECTION
090	097.8	MAY	31	WED	08	PD	STRAIGHT	2	WET	SAME DIRECTION
090	097.8	OCT.	11	WED	03	PD	CURVE	2	DRY	ANIMAL
090	102.8	JAN.	2	MON	07	PD	CURVE	2	SNOWY-ICY	OTHER OBJECT
090	102.8	JUN.	6	TUE	02	PD	STRAIGHT	2	WET	RAN OFF RD
090	102.8	SEPT.	4	MON	15	PD	STRAIGHT	2	DRY	RAN OFF RD
090	108.1	OCT.	19	THU	22	PD	STRAIGHT	2	DRY	ANIMAL
090	108.1	NOV.	26	SUN	02	INJ	CURVE	2	SNOWY-ICY	RAN OFF RD
090	109.6	JAN.	27	FRI	19	PD	STRAIGHT	2	SNOWY-ICY	RAN OFF RD
090	109.6	SEPT.	4	MON	20	PD	STRAIGHT	2	DRY	SAME DIRECTION
090	109.8	MAR.	28	TUE	18	PD	STRAIGHT	2	DRY	RAN OFF RD
090	109.8	APR.	29	SAT	04	INJ	STRAIGHT	2	WET	RAN OFF RD
090	109.8	JUN.	9	FRI	01	INJ	STRAIGHT	2	DRY	RAN OFF RD
090	109.8	JUN.	30	FRI	18	PD	STRAIGHT	2	DRY	SAME DIRECTION
090	109.8	NOV.	18	SAT	09	INJ	STRAIGHT	2	SNOWY-ICY	OVERTURNED
090	120.0	DEC.	22	FRI	21	PD	CURVE	2	SNOWY-ICY	RAN OFF RD
090	120.0	DEC.	22	FRI	24	INJ	CURVE	2	SNOWY-ICY	OPPOSITE DIRECTION
090	205.4	JAN.	19	THU	09	INJ	STRAIGHT	2	DRY	RAN OFF RD
090	205.4	JUL.	7	FRI	16	INJ	CURVE	2	DRY	FIXED OBJECT
090	208.0	JUL.	29	SAT	24	PD	STRAIGHT	2	DRY	OTHER OBJECT
090	208.0	AUG.	24	THU	05	PD	CURVE	2	DRY	RAN OFF RD
090	208.5	JUL.	25	TUE	22	PD	STRAIGHT	2	DRY	SAME DIRECTION
090	208.5	SEPT.	6	WED	20	INJ	CURVE	2	DRY	OTHER OBJECT
090	208.5	SEPT.	9	SAT	02	INJ	STRAIGHT	2	DRY	RAN OFF RD
090	212.1	FEB.	4	SAT	17	INJ	STRAIGHT	2	DRY	RAN OFF RD
090	212.1	AUG.	13	SUN	13	INJ	CURVE	2	DRY	OPPOSITE DIRECTION
090	213.5	JAN.	2	MON	17	INJ	CURVE	2	SNOWY-ICY	OPPOSITE DIRECTION
090	213.5	DEC.	30	SAT	20	PD	STRAIGHT	2	SNOWY-ICY	SAME DIRECTION
090	230.8	JAN.	20	FRI	17	PD	CURVE	2	SNOWY-ICY	FIXED OBJECT
090	230.8	JUN.	27	TUE	17	INJ	CURVE	2	WET	FIXED OBJECT
090	230.9	APR.	5	WED	09	PD	CURVE	2	SNOWY-ICY	SAME DIRECTION
090	230.9	JUN.	16	FRI	10	PD	CURVE	2	DRY	FIXED OBJECT
090	232.0	JUN.	16	FRI	10	INJ	STRAIGHT	2	DRY	FIXED OBJECT
090	232.0	SEPT.	5	TUE	11	INJ	CURVE	2	DRY	FIXED OBJECT



CURRENT PROCEDURE FOR
IDENTIFICATION & SURVEILLANCE
OF ACCIDENT LOCATIONS

TRAFFIC RECORDS

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES:

A. Fatal Accident Summary

B. Statewide Accident Summary

C. Accidents by Highway Location

D. Multiple Accident Locations

TRAFFIC RECORDS

PURPOSE

"To assure that appropriate data on traffic accidents, drivers, motor vehicles, and roadways are available to provide:

1. A reliable indication of the magnitude and nature of the highway traffic accident problem on a national, state, and local scale.
2. A reliable means for identifying short-term changes and long-term trends in the magnitude and nature of traffic accidents.
3. A valid basis for:
   A. The detection of high or potentially high accident locations and causes.
   B. The detection of health, behavioral, and related factors contributing to accident causation.
   C. The design of accident, fatality, and injury countermeasures.
   D. Developing means for evaluating the cost effectiveness of these measures.
   E. The planning and implementation of selected enforcement and other operational programs." (Highway Safety Program Standard)

PRESENT STATUS

A. Information on Vehicles

The Montana vehicle registration system requires the data elements specified in the standard, i.e., make, model, year, identification number, type of body, license plate number, name of current owner. The gross laden weight of commercial vehicles is kept by the GVW section of the Highway Department.

B. Entry of Data into System

Registration files are maintained by plate number, motor number and name. In addition, a title file is maintained by title number. Data for entry into the system is normally received from County Treasurer's offices. Information on stolen cars is sent directly to the Registration Department. Delays in entering new data into the system almost always occur because of limited staff and they occur at two places: the County Treasurer's offices and the Registration Department. Top priority has been given to the license plate number file; this file is kept current on a daily basis. A stolen car file is maintained on a daily basis, and incoming data is received principally by radio.

C. Controls on Delays

Unnecessary or unreasonable delays are avoided by the establishment of procedures, the organization and assignment of work and by the supervision of the staff. This is not to say that delays do not occur but rather that they are not unnecessary or unreasonable. As Montana moves toward more automation and automated electronic data processing, the access and information retrieval times will be reduced, but the attention of qualified staff will still be required to avoid unnecessary or unreasonable delays.

D. Rapid Response to Priority Requests

On a request by license plate number, the file can be searched manually for the registration record in less than a minute. For

searches on request by name and motor number, the times are normally less than five mintues for filed records and less then twenty-four hours for unfiled records.

A police band radio is located in the same room as the two plate number files. The radio and the file are operated by the same person; therefore, when a request for registration information by license plate number is broadcasted, the required registration information may be supplied while radio contact is maintained.

E. Statistical Compilations

The current manual system is limited in the number and types of statistical compilations that can be produced with the existing work force. However, under a contractual agreement, all new car titling information is microfilmed and sent to the data processing service organization. The capability for statistical compilations with this data exist at the service organization.

The following are the statistical compilations regularly compiled in-house by the Montana Motor Vehicle Registration Department:

1. Monthly
   - Number of cars sold in each county by make
   - Number of trucks sold in each county by make
   - Number of trailers sold by county
2. Annual
   - Number of title transfers
   - Number of licenses filed
   - Number of motor vehicle dealers
   - Number of vehicles registered

F. Identification for Enforcement

A rapid retrieval system for identification and ownership of vehicles is in effect when the information is sought for enforcement or other operational purposes. This system is described in paragraph D above.

G. Driver Licensing Information

The Montana system requires positive identification, current address and driving history.

H. Entry of Data

It currently takes about 5 days for license data to reach the Highway Patrol HQ from the Patrol. It takes about 14 days to file the records in the Patrol HQ, because of delays for photographs, etc. Records from political subdivisions may take as long as six months to reach the Patrol HQ.

I. Controls on Delays

Controls to eliminate unnecessary or unreasonable delays in obtaining data required for the system depend upon established procedures and supervision. Driver licensing records do not require the input of records from political subdivisions as do violation and accident records. The handling of data within the Highway Patrol is controlled and unnecessary or unreasonable delays seldom occur. Accident and violation records from localities, however, take an average of 30 days to reach Patrol HQ and may take as long as six months.

J. Response to Priority Requests

License validity information is now on computer tape, but the tape is not on-line, so the retrieval of status information from the files is still manual. The time to retrieve driver license information depends upon the data provided in the request. If only the name is given, it can take up to 10 minutes to retrieve the file. If the name and birthdate or license number are given, the status information can be retrieved in less than 3 minutes.

K. Data for Compilations

Detailed summaries of enforcement activities, driver examinations, licensing, etc., are contained in the Highway Patrol Annual Report.

L. Identification for Enforcement

On-line equipment for searching driver license files is on order and planned for installation before September 1969.

M. Information on Types of Accidents

Provision is made for the collection of all of the information required by the standard on Montana's Investigator's Accident Report Form. The first two blocks on the form are for time and location. The location block specifies the county, city (town or township), road or highway and intersection or milepost. If the accident was out of the City Limits, the compass direction to the nearest town, the distance, and the name of the town are recorded.

Driver information includes name, address, occupation and driver license number. The year, make, type of vehicle, and license plate number; additional information for trucks is collected.

A geometrical diagram is provided with an adjoining block for narrative to describe what happened. Accidents may be subsequently classified from this information.

The property damage information collected includes a description of parts of the vehicle damaged, estimated cost to repair, as well as non-vehicle damage. The coding scheme used for injuries is the following:

K- Dead before report made

A- Visible signs of injury, as bleeding wound or distorted member; or had to be carried from scene

B- Other visible injury but complaint of pain or momentary unconsciousness

O- No indication of injury

The description of environmental conditions (defined broadly) is broken down into the categories -- Light Conditions, Weather, Road Surface, Traffic Control, Road Defects, Road Character, Number of Lanes, and Type of Road Design -- with provisions for appropriate sub-categories of each element. A coding scheme is used for seat belt information:

- Equipped with, in use
- Equipped with, not in use
- Not equipped with
- Use of seat belts would have saved life or prevented serious injury in this accident
- Seat belts did not, or could not have helped

Information regarding causes and contributing factors include categories for Sobriety, Speed, Violations, Vision Obscurements, Vehicle Defects, and physical condition with appropriate sub-categories. Categories are also provided for a description of what drivers and pedestrians were doing at the time of the accident.

In addition to the Investigator's Accident Report, the driver of the vehicle involved in an accident must also submit a report (if the accident resulted in injury, death, or over $100 in property damage). Most of the information categories on the Investigator's Report are also on this form including the categories on Locations, Vehicles, Injuries and Property Damage.

All enforcement agencies, state and local use the same accident reporting form. These reports are sent to the Highway Patrol Headquarters for data processing. The Highway Department and the Highway Patrol compile and publish summary listings and tabulations with the information collected. Portions of the information are used to update Driver (Licensing) Records files.

N. Summary Listings

At the present time, Montana publishes the following summaries of accident experience and related data:

- Accident Report on Montana's Rural Primary System
- Summary of Fatal Accidents on Montana Streets and Highways
- Montana Highway Patrol Annual Report

- Traffic by Sections on the Federal Aid Highway System
- Sufficiency Rating for Montana Highways

Exhibits A through E are included to illustrate the types of data and the formats of these summaries.

These published summaries assist the planning of Montana's highway safety activities. At the present time, a study of the Traffic Records System is being conducted. That study will be the basis for development of an integrated system for processing all traffic records so that appropriate combinations and aggregations of data items can be made and analyzed.

O. Program Evaluation

The Traffic Records program is currently under formal study.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 10.0 Traffic Records

The Montana Traffic Records System is being studied by a consulting firm, and a proposed plan and implementation schedule will be formulated upon completion of that study in the Fall of 1969.

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

10. TRAFFIC RECORDS

	IN EFFECT	IN PLAN *
System includes data for entire state		
Information regarding drivers, vehicles, accidents and highway compatible		
Systems maintained by local governments compatible		
System capable of providing local governments with summaries and special analyses on request		
Information on vehicles contains data elements and capabilities specified in MV Registration standard	X	
Information on drivers contains data elements and capabilities specified in Driver Licensing Standard	X	
Information on accidents includes		
Location	X	
Time	X	
Drivers	X	
Vehicles	X	
Type accident	X	
Injury	X	
Property damage	X	
Environmental conditions	X	
Causes and contributing factors	X	
including safety equipment use/non-use	X	
Methods for developing appropriate data analysis		
Traffic records relating to accidents open to public in a manner which does not identify individuals		

PRELIMINARY ESTIMATED COSTS

TRAFFIC RECORDS*

*Costs will be provided in detailed Traffic Records study -- currently being conducted.

FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS
IN MONTANA
YEARS 1935 THRU 1967

Table I

Year	NUMBER OF FATAL ACCIDENTS Number	Percent	NUMBER OF PERSONS KILLED	AVG NO OF PERSONS KILLED PER FATAL ACCIDENT	Year	NUMBER OF FATAL ACCIDENTS Number	Percent	NUMBER OF PERSONS KILLED	AVG NO OF PERSONS KILLED PER FATAL ACCIDENT
[illegible]	139		161	1.15	1952	203	+25	241	1.18
[illegible]	145	+ 4	166	1.15	1953	215	+ 6	250	1.16
[illegible]	160	+10	173	1.08	1954	184	-16	220	1.19
[illegible]	123	-30	145	1.17	1955	196	+ 6	236	1.20
[illegible]	128	+ 4	150	1.17	1956	212	+ 8	267	1.25
[illegible]	130	+ 2	142	1.09	1957	172	-19	210	1.17
[illegible]	171	+31	194	1.13	1958	174	- 2	193	1.10
[illegible]	88	-19	104	1.18	1959	200	+14	244	1.24
[illegible]	77	-14	92	1.19	1960	194	- 3	222	1.14
[illegible]	91	+ 5	88	1.08	1961	205	+ 6	275	1.34
[illegible]	100	+12	112	1.10	1962	216	+ 5	256	1.18
[illegible]	143	+43	162	1.13	1963	194	-11	253	1.17
[illegible]	138	- 4	167	1.21	1964	214	+10	258	1.21
[illegible]	137	- 7	164	1.19	1965	234	+ 9	280	1.19
[illegible]	141	+ 3	162	1.14	1966	230	- 2	276	1.20
[illegible]	167	+18	202	1.20	1967	260	+13	319	1.22
[illegible]	162	- 3	182	1.12	33 yrs	5,539		6,946	

Increase or decrease in accidents from previous year

FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS versus HIGHWAY DESIGNATION
versus ROAD CHARACTER
YEAR - 1967

HIGHWAY DESIGNATION	CHARACTER OF ROAD					
	STRAIGHT	PERCENT	CURVE	PERCENT	TOTAL NUMBER OF ACCIDENTS	PERCENT
CONTROLLED INTERSTATE	13	7.6	3	3.3	16	6.6
US & STATE	80	51.8	53	56.9	133	54.7
COUNTY ROAD	49	28.8	31	34.5	80	32.9
CITY	20	11.8	3	3.3	23	9.4
TOTAL	170	100.0	90	100.0	260	103.6
PERCENT	65.3		34.7		100.0	

FATAL ACCIDENTS INVESTIGATED BY LAW ENFORCEMENT
OFFICERS versus HIGHWAY DESIGNATION
YEAR - 1967

HIGHWAY DESIGNATION	NUMBER of ACCIDENTS	INVESTIGATED BY				
		HIGHWAY PATROL ONLY	CITY POLICE ONLY	HIGHWAY PATROL and CITY POLICE	HIGHWAY PATROL and SHERIFF	TOTAL
CONTROLLED INTERSTATE and US & STATE	157	157				157
COUNTY ROADS	80	76			4	80
CITY	23	6	9	8		23
TOTAL	260	239	9	8	4	260
PERCENT	100.0	91.9	3.5	3.1	1.5	100.0

INTRODUCTION

This report presents traffic accident data for 1965, 1966 and 1967 on the rural sections of Montana's Primary System and 1967 data for rural and urban sections of the Interstate Highway System. It is based on all accidents occurring on these systems that were reported to the Highway Patrol during the three-year period.

Montana statutes require that accidents must be reported to the Montana Highway Patrol if 100 dollars or more of property damage is involved or if they are the cause of an injury or death. Penalties are provided in the law for not reporting these accidents within a reasonable length of time.

The fatality rate per hundred million vehicle-miles of travel, as well as the total accident rate per million vehicle-miles of travel, have been computed for each year of the three-year period, 1965-1967. Property damage losses have been obtained from the estimates shown on the accident reports. Total economic loss has been computed by adding the National Safety Council's estimate of costs of deaths and injuries less average property damage, to the reported property damage. This National estimate of total economic loss for 1967 was $1,160 for each injury and $33,460 for each death on our highways.

The first section of the report lists pertinent accident data by the Highway Patrol section on each Federal Aid Route. The second section of the report lists by route those locations where two or more accidents occurred within one-tenth of a mile. An accident summary of each Federal Aid Route as well as a summary by County are listed in the back of the report.

The tabulation on the following page is a Statewide summary of each item listed in the report.

STATEWIDE SUMMARY OF ACCIDENTS

ITEM	STATEWIDE SUMMARY 1965	1966	1967
Section Length in miles and tenths (Rural constructed mileage - Primary and Interstate Systems)	5,771.8	5,859.4	5,900.1
Average Daily Traffic Volume	948	950	969
Number of Property Damage Accidents	2,896	3,020	3,158
Number of Injury Accidents	1,703	1,830	1,983
Number of Fatal Accidents	143	142	163
Total Number of Accidents	4,742	4,992	5,304
Number of Persons Injured	2,947	3,128	3,374
Number of Persons Killed	178	177	209
Amount of property damage as reported to Highway Patrol	$4,337,400	$4,215,189	$4,804,426
Total economic loss based on the National Safety Council's estimate of the cost of deaths and injuries added to the reported property damage	$15,765,200	$15,295,789	$15,662,860
Accident rate - expressed as the total number of accidents of all types per million vehicle-miles of travel.	2.4	2.5	2.5
Fatality rate - expressed as the toatl number of deaths per hundred million vehicle-miles of travel.	8.9	8.7	10.0

FAI 015

ACCIDENTS BY HIGHWAY PATROL SECTION

ROUTE	CO. NO.	SEC. NO.	NO OF LINES	SECTION DESCRIPTION	SECTION LENGTH	YEAR	AVERAGE DAILY TRAFFIC	NUMBER OF ACCIDENTS P.D. ONLY	INJURY	FATAL	TOTAL	NO. OF PERSONS INJURED	KILLED	PROPERTY DAMAGE (DOLLARS)	ECONOMIC LOSS (DOLLARS)	RATES ACCIDENT	FATALITY
				BEGIN CONST.-IDAHO LINE													
I	15	18 4	2		15.1	67 66 65	686	1			1			80	80	* .3	
				LIMA CITY LIMITS													
I	15	18 11	2		.3	67 66 65	686				NONE						
				LIMA CITY LIMITS													
I	15	18 12	2		7.2	67 66 65	689	2	1		3	1		2250	3410	1.7	
				END CONST. BEGIN PTW													
S	91	18 13	2		15.0	67 66 65	689	10	3		13	3		47310	50790	3.4	
				END PTW BEGIN CONST.													
I	15	18 14	2		6.7	67 66 65	690				NONE						
				FAS 324													
I	15	18 6	2		13.2	67 66 65	1226	11	2		13	5		6800	12600	2.2	
				END CONST. BEGIN PTW													
S	91	18 15	2		5.4	67 66 65	1226	3	3	1	7	9	1	8700	52600	2.9	41.4
				DILLON CITY LIMITS													
S	91	18 7	2		1.4	67 66 65	4475	9	3		12	3		3670	7150	* 5.2	
				DILLON CITY LIMITS													
S	91	18 8	2		.1	67 66 65	4220				NONE			-	.		
				MONT. 41													
S	91	16 9	2		22.5	67 66 65	830	6	8		14	16		14000	32560	2.1	
				MADISON COUNTY LINE													

FAI 015

ROUTE	CO. NO.	SEC. NO.	NO. OF LANES	SECTION DESCRIPTION	SECTION LENGTH	YEAR	AVERAGE DAILY TRAFFIC	NUMBER OF ACCIDENTS				NO OF PERSONS		PROPERTY DAMAGE (DOLLARS)	ECONOMIC LOSS (DOLLARS)	ACCIDENT RATE	
								P.D. ONLY	INJURY	FATAL	TOTAL	INJURED	KILLED				
				MADISON COUNTY LINE													
US 91	25	4	2		7.3	67	680	4	3		7	4		3600	8240	3.9	
						66											
						65											
				SILVER BOW CO. LINE													
US 91	1	9	2		10.0	67	822	2	4	1	7	9	1	14150	58050	2.3	
						66											
						65											
				MONT. 43													
US 91	1	10	2		15.4	67	943	5	7		12	7		5900	14020	2.3	
						66											
						65											
				END PTW BEGIN CONST.													
I 15	1	21	2		1.7	67	943				NONE						
						66											
						65											
				BEGIN 4-LANE													
I 15	1	21	4		2.7	67	943	2			2			630	630	2.2	
						66											
						65											
				JCT. I-90													
I 15	1	2	4		2.9	67	5842	6	10		16	14		13900	30140	2.1	
						66											
						65											
				WEST BUTTE INTCHG.													
I 15	1	15	4		2.1	67	2911	1			1			50	50	.4	
						66											
						65											
				MONTANA ST. INTCHG.													
I 15	1	5	4		1.6	67	4920	1	2		3	3		2310	5790	1.0	
						66											
						65											
				HARRISON AVE. INTCHG													
I 15	1	16	4		1.5	67	2050	2			2			2400	2400	1.8	
						66											
						65											
				EAST BUTTE INTCHG													
I 15	1	18	2		4.0	67	517	2			2			1250	1250	2.6	
						66											
						65											
				JEFF. CO. LINE BEGIN PTW													

FA	MM	MONTH	DATE	DAY	HOUR	ACCIDENT GROUP	CHAR. OF ROAD	NO. OF LANES	ROAD SURFACE	TYPE OF ACCIDENT
INTERSTATE										
[illegible]	124.0	SEPT.	7	THU	12	PD	STRAIGHT	2	DRY	SAME DIRECTION
[illegible]	124.0	DEC.	25	MON	04	INJ	STRAIGHT	2	SNOWY-ICY	PARKED VEHICLE
[illegible]	124.1	MAY	28	SUN	15	PD	STRAIGHT	2	WET	OVERTURNED IN RDWY
[illegible]	124.1	JUL.	1	SAT	18	PD	STRAIGHT	2	DRY	RAN OFF RDWY
[illegible]	124.1	JUN.	6	TUE	16	PD	CURVE	2	SNOWY-ICY	SAME DIRECTION
[illegible]	124.1	JUN.	13	TUE	24	PD	STRAIGHT	2	DRY	ANIMAL
[illegible]	124.2	MAR.	6	MON	12	INJ	STRAIGHT	4D	SNOWY-ICY	SAME DIRECTION
[illegible]	124.2	MAR.	6	MON	12	INJ	STRAIGHT	4D	SNOWY-ICY	SAME DIRECTION
[illegible]	124.0	JUN.	25	SUN	24	PD	STRAIGHT	2	DRY	RAN OFF RDWY
[illegible]	124.0	JUL.	26	WED	24	INJ	STRAIGHT	2	DRY	FIXED OBJECT
[illegible]	124.2	JAN.	26	THU	16	INJ	STRAIGHT	4U	SNOWY-ICY	SAME DIRECTION
[illegible]	124.2	JAN.	26	THU	17	PD	STRAIGHT	4U	SNOWY-ICY	OPPOSITE DIRECTION
[illegible]	124.2	MAR.	6	MON	11	PD	STRAIGHT	4U	SNOWY-ICY	SAME DIRECTION
[illegible]	218.0	MAY	10	WED	20	INJ	CURVE	2	SNOWY-ICY	OPPOSITE DIRECTION
[illegible]	218.0	DEC.	27	WED	21	PD	CURVE	2	SNOWY-ICY	FIXED OBJECT
[illegible]	218.1	NOV.	3	FRI	16	PD	CURVE	2	SNOWY-ICY	RAN OFF RDWY
[illegible]	218.5	FEB.	4	SAT	16	INJ	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
[illegible]	218.7	APR.	18	TUE	21	PD	CURVE	2	SNOWY-ICY	RAN OFF RDWY
[illegible]	218.7	NOV.	24	FRI	12	PD	CURVE	2	WET	OTHER OBJECTS
[illegible]	222.1	MAY	1	MON	08	PD	STRAIGHT	2	SNOWY-ICY	RAN OFF RDWY
[illegible]	222.3	JUN.	10	SAT	22	PD	STRAIGHT	2	DRY	ANIMAL
[illegible]	224.0	MAR.	15	SAT	11	PD	STRAIGHT	2	DRY	FIXED OBJECT
[illegible]	224.0	APR.	28	FRI	10	PD	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
[illegible]	228.3	JAN.	22	SUN	16	INJ	STRAIGHT	2	SNOWY-ICY	OPPOSITE DIRECTION
[illegible]	230.2	JUN.	11	SUN	13	PD	STRAIGHT	2	DRY	SAME DIRECTION
[illegible]	230.0	FEB.	4	SAT	23	INJ	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
5	230.0	MAY	5	FRI	17	PD	STRAIGHT	2	DRY	FIXED OBJECT
[illegible]	230.0	MAY	23	TUE	11	INJ	STRAIGHT	2	DRY	FIXED OBJECT
[illegible]	230.4	AUG.	28	MON	17	INJ	STRAIGHT	2	DRY	SAME DIRECTION
[illegible]	230.4	DEC.	16	SAT	18	INJ	STRAIGHT	4U	SNOWY-ICY	OPPOSITE DIRECTION
[illegible]	230.4	DEC.	16	SAT	17	INJ	STRAIGHT	4U	SNOWY-ICY	OVERTURNED IN RDWY
[illegible]	230.0	JUN.	16	FRI	16	PD	CURVE	2	DRY	FIXED OBJECT
[illegible]	230.0	AUG.	11	FRI	22	PD	STRAIGHT	2	DRY	SAME DIRECTION
[illegible]	230.2	AUG.	20	SUN	21	PD	STRAIGHT	2	DRY	OPPOSITE DIRECTION
[illegible]	230.2	DEC.	27	WED	13	PD	STRAIGHT	2	SNOWY-ICY	FIXED OBJECT
[illegible]	230.1	SEPT.	24	SUN	22	INJ	STRAIGHT	2	DRY	RAN OFF RDWY
[illegible]	230.1	NOV.	30	THU	23	PD	STRAIGHT	2	DRY	RAN OFF RDWY
[illegible]	234.5	DEC.	2	SAT	23	FAT	STRAIGHT	2	DRY	OPPOSITE DIRECTION
[illegible]	234.9	DEC.	29	FRI	07	PD	STRAIGHT	2	SNOWY-ICY	RAN OFF RDWY
[illegible]	234.6	MAY	13	SAT	03	PD	CURVE	2	DRY	FIXED OBJECT
[illegible]	234.6	MAY	20	SAT	24	INJ	STRAIGHT	2	DRY	FIXED OBJECT

FA	MM	MONTH	DATE	DAY	HOUR	ACCIDENT GROUP	CHAR. OF ROAD	NO. OF LANES	ROAD SURFACE	[illegible]
090	080.0	FEB.	6	MON	04	PD	STRAIGHT	2	DRY	[illegible]
090	080.0	FEB.	17	FRI	07	INJ	STRAIGHT	2	SNOWY-ICY	[illegible]
090	080.0	APR.	13	THU	20	PD	STRAIGHT	2	DRY	[illegible]
090	082.3	NOV.	23	THU	07	PD	STRAIGHT	2	SNOWY-ICY	[illegible]
090	082.3	NOV.	23	THU	05	PD	STRAIGHT	2	SNOWY-ICY	[illegible]
090	082.3	DEC.	27	WED	19	PD	CURVE	2	SNOWY-ICY	[illegible]
090	082.3	DEC.	31	SUN	19	INJ	STRAIGHT	2	SNOWY-ICY	[illegible]
090	085.8	MAR.	11	SAT	15	PD	STRAIGHT	2	SNOWY-ICY	[illegible]
090	085.8	MAR.	11	SAT	15	PD	STRAIGHT	2	SNOWY-ICY	[illegible]
090	096.1	JAN.	27	FRI	24	INJ	STRAIGHT	2	SNOWY-ICY	[illegible]
090	096.1	NOV.	3	FRI	17	PD	STRAIGHT	2	DRY	[illegible]
090	097.5	JAN.	10	TUE	03	PD	STRAIGHT	2	DRY	[illegible]
090	097.8	MAY	31	WED	08	PD	STRAIGHT	2	WET	[illegible]
090	097.8	OCT.	11	WED	03	PD	CURVE	2	DRY	[illegible]
090	102.3	JAN.	2	MON	07	PD	CURVE	2	SNOWY-ICY	[illegible]
090	102.3	JUN.	6	TUE	02	PD	STRAIGHT	2	WET	[illegible]
090	102.3	SEPT.	4	MON	15	PD	STRAIGHT	2	DRY	[illegible]
090	108.1	OCT.	19	THU	22	PD	STRAIGHT	2	DRY	[illegible]
090	108.1	NOV.	26	SUN	02	INJ	CURVE	2	SNOWY-ICY	[illegible]
090	109.6	JAN.	27	FRI	19	PD	STRAIGHT	2	SNOWY-ICY	[illegible]
090	109.6	SEPT.	4	MON	20	PD	STRAIGHT	2	DRY	[illegible]
090	109.8	MAR.	28	TUE	18	PD	STRAIGHT	2	DRY	[illegible]
090	109.8	APR.	29	SAT	04	INJ	STRAIGHT	2	WET	[illegible]
090	109.8	JUN.	9	FRI	01	INJ	STRAIGHT	2	DRY	[illegible]
090	109.8	JUN.	30	FRI	18	PD	STRAIGHT	2	DRY	[illegible]
090	109.8	NOV.	18	SAT	09	INJ	STRAIGHT	2	SNOWY-ICY	[illegible]
090	120.0	DEC.	22	FRI	21	PD	CURVE	2	SNOWY-ICY	[illegible]
090	120.0	DEC.	22	FRI	21	INJ	CURVE	2	SNOWY-ICY	[illegible]
090	205.4	JAN.	19	THU	09	INJ	STRAIGHT	2	DRY	[illegible]
090	205.4	JUL.	7	FRI	16	INJ	CURVE	2	DRY	[illegible]
090	208.0	JUL.	29	SAT	24	PD	STRAIGHT	2	DRY	[illegible]
090	208.0	AUG.	24	THU	05	PD	CURVE	2	DRY	[illegible]
090	208.5	JUL.	25	TUE	22	PD	STRAIGHT	2	DRY	[illegible]
090	208.5	SEPT.	6	WED	20	INJ	CURVE	2	DRY	[illegible]
090	208.5	SEPT.	9	SAT	02	INJ	STRAIGHT	2	DRY	[illegible]
090	212.1	FEB.	4	SAT	17	INJ	STRAIGHT	2	DRY	[illegible]
090	212.1	AUG.	13	SUN	13	INJ	CURVE	2	DRY	[illegible]
090	213.5	JAN.	2	MON	17	INJ	CURVE	2	SNOWY-ICY	[illegible]
090	213.5	DEC.	30	SAT	20	PD	STRAIGHT	2	SNOWY-ICY	[illegible]
090	230.8	JAN.	20	FRI	17	PD	CURVE	2	SNOWY-ICY	[illegible]
090	230.8	JUN.	27	TUE	17	INJ	CURVE	2	WET	[illegible]
090	230.9	APR.	5	WED	09	PD	CURVE	2	SNOWY-ICY	[illegible]
090	230.9	JUN.	16	FRI	10	PD	CURVE	2	DRY	[illegible]
090	232.0	JUN.	16	FRI	10	INJ	STRAIGHT	2	DRY	[illegible]
090	2[illegible].0	SEPT.	5	TUE	11	INJ	[illegible]URVE	2	DRY	[illegible]

EMERGENCY MEDICAL SERVICES

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES

A. AN ACT TO REGULATE AMBULANCE SERVICES

B. TYPICAL EMERGENCY CARE COURSE CONTENT

C. MODIFIES (FOR EVENING) EMERGENCY CARE COURSE CONTENT

D. AMBULANCE SERVICE AND VEHICLES

E. EQUIPMENT LEVELS

F. HOSPITAL CARE DATA

G. EMERGENCY ROOMS

H. COORDINATION AND COMMUNICATION

I. EMERGENCY ROOM FREQUENCY DISTRIBUTION

EMERGENCY MEDICAL SERVICES

PURPOSE

"To provide an emergency care system that will:

I. Provide quick identification and response to accidents

II. Sustain and prolong life through proper first aid measures, both at the scene and in transit

III. Provide the coordination, transportation and communications necessary to bring the injured and definitive medical care together in the shortest practicable time without simultaneously creating additional hazards." (Vol. 11, Highway Safety Program Manual, Emergency Medical Services)

PRESENT STATUS

A. Introduction

Montana, being the fourth largest state in terms of area and ranking 47th in population, has quite a different Emergency Medical service problem from that of most of the other states. Basically, the current limitation on Emergency Medical service is one of response. Response time is defined as detection time plus transit time. In Montana, sparsely travelled highways result in lengthy average detection time, often exceeding two hours. Additionally, the distance between Emergency Medical service facilities is also vast and consequently increases the average transit time. Conversely, since there are no large metropolitan areas, only two cities over 50,000 population, lengthy transit time due to high traffic density presents no local problem whatsoever. Most of Montana's motor vehicle accidents, involving injury and death, occur away from population centers.

B. Organization and Administration

Through an administrative agreement, the Emergency Medical Services in the state of Montana are organized under and administered by the Department of Health. All training programs are conducted under the auspices of this department, in addition to inspection of facilities and equipment.

Additionally, the Department of Health administers the funds under project EM-68-301 which provide for development of Emergency Medical Services in several Montana communities including the improvement of equipment, participation in training, involvement of local government, public education, and efforts toward statewide legislation pertaining to ambulance services.

Currently, there is no law which regulates the ambulance services provided in the state.

Appendix A is a copy of an act to regulate such service which was defeated in a House Committee during the 1969 legislature.

C. Training

1. Basic training programs have reached in excess of 200 EMS personnel through 1968. These training courses have been presented with the cooperation of local medical societies, supplying physicians to assist in the training program.

2. Resource personnel have attended the courses on Emergency Medical Services sponsored by the American Academy of Orthopedic Surgeons, Committee on Injuries. It is believed that new resource personnel will provide first the training through the knowledge gleaned, to EMS personnel throughout the state. As other courses are offered, the same policy of sending resource personnel will be continued and expanded.

   Appendices A & B show course content of typical Emergency Medical care courses offered to EMS personnel.

D. Equipment

1. In October of 1967, a thorough survey of Montana's Emer care facilities was conducted under a grant from the U. S. Public Health Service. Included in the survey were data on ambulance service, ambulance vehicles, ambulance equipment, as well as thorough data regarding emergency room equipment and services. Appendices D - I provide statistical data indicating the results of the survey.

A new survey is currently being conducted. The results of this revised survey will be available 1 September 1969, as part of a Statewide EMS Plan.

2. Appendix H indicates the current level of use of two-way communications systems. To date, there is no single allotted frequency for use by EMS personnel. An upgrading of equipment, in some instances, is also in order.

3. During 1968-69, 17 new ambulances were procured in the State. Additionally, seven counties have made a decision to support ambulance service with county tax monies. Appendix J provides a map indicating ambulance services throughout the State.

E. Public Education

During the past year numerous public and professional groups were told of the benefits and recommended levels of quality of Emergency Medical Services. A series of sixty slides depicting the EMS program were prepared and presented illustrating the needs of ambulance services and methods of improvement.

PROPOSED PLAN

A proposed plan of activities has been submitted by the Montana State Department of Health covering the period from 5/1/69 through 6/30/71. The following is a summary of the proposed plan as submitted on form HS-1 describing proposed revisions to Montana's EMS project.

1. Continued training and re-training of ambulance personnel, as well as personnel in law enforcement, fire, emergency rooms and related fields. This training will be basic by necessity, as Montana has no medical facilities to support a true paramedical program. Local Medical Societies and physicians will continue to be used. Selected personnel, who show ability and interest, will be provided an opportunity to attend extensive training courses in other states. These people will be used as resource personnel for further training within the state.

2. Continued encouragement of cities and counties (political subdivisions) to support ambulance services with city and county taxes. This is a necessity for quality service in

rural Montana. Because of the statistical data concerning rural accidents in relation to fatalities, and because the "urban" areas of Montana are being cared for by services that are generally acceptable, emphasis must be placed on heavily traveled, sparsely populated areas. Tourism is the third largest industry in Montana. This creates a traffic load that is out of proportion to the population of the state.

3. Continued consultation with ambulance services is necessary to insure continued improvement of vehicles and equipment. Presently there is one company selling vehicles in the state, and two surgical supply houses that might stock appropriate supplies and equipment. Nearly all of the information disseminated on vehicles and equipment are a result of the EMS project in Montana.

4. A data collection system is proposed. This data would include: a) an inventory of existing equipment, supplies, vehicles, personnel, and personnel capabilities. This would be updated biennially. b) data concerning the performance of selected ambulance services. This data would include time studies, first aid practices, medical evaluations and other data that might indicate efficiency of operation. This data would be statistically analyzed annually for the first two years, then as needed. Efficiency of operation would be related to economic capability of the services evaluated.

5. The legislation which was introduced into the Montana legislature in 1969 will be reintroduced in 1971.

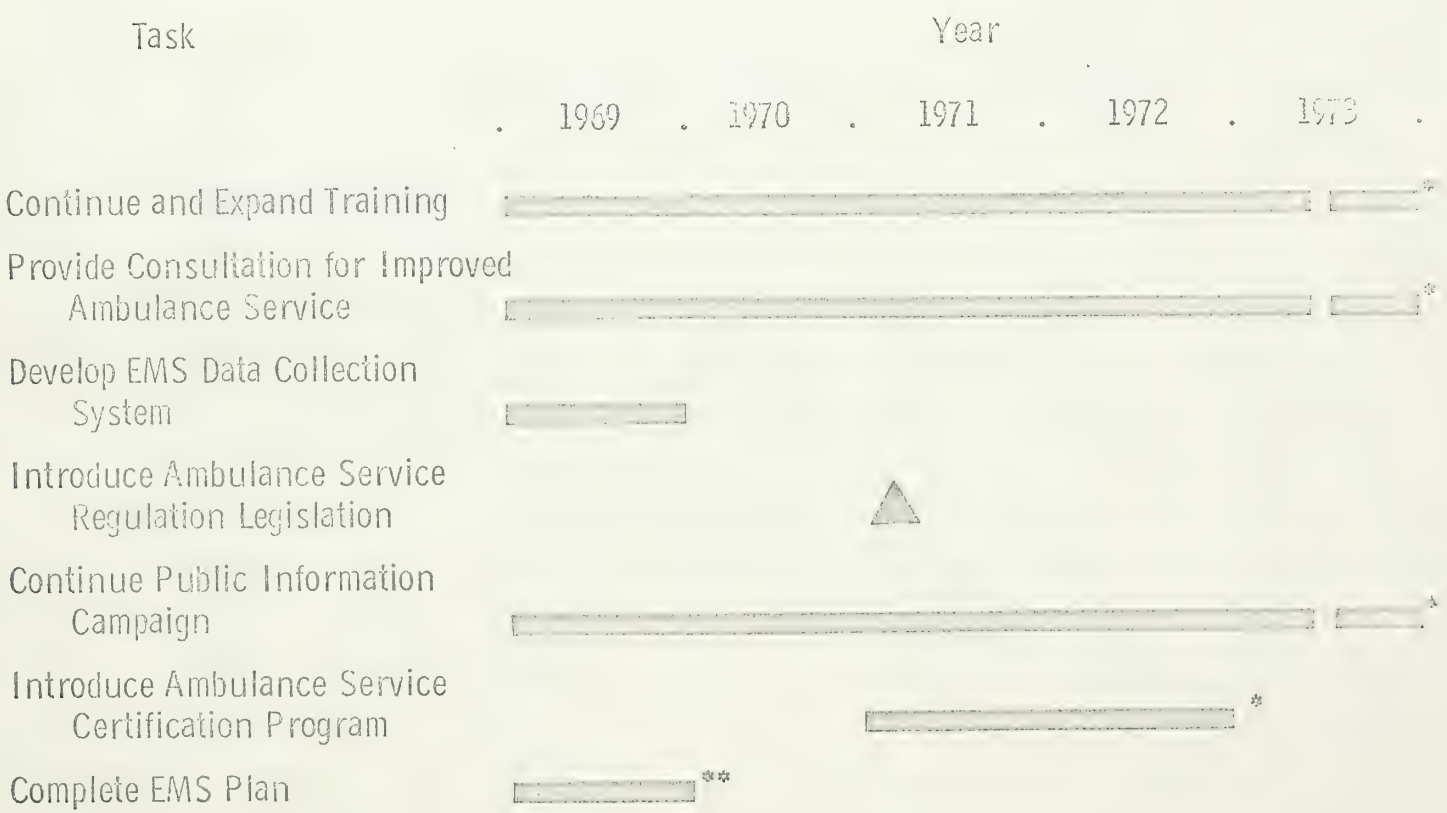
6. Continued education and information will be given to the general public in all areas of the state. Special emphasis on public education will be given in areas which are found to be weak in Emergency Medical Services. The added incentive of an interested public would encourage improvement of ambulance service.

7. A certification program will be introduced. Each ambulance service, after meeting the recommended minimums outlined by the State Department of Health and the Montana Highway Safety Director, will be "certified," entitling that service to all considerations that could be offered through the State Department of Health, State Welfare, and the Medicare programs in Montana. In lieu of formal legislation, this certification would encourage each ambulance service to meet minimum standards as recommended. In the event that the 1971 Legislature passes a licensing law, each service that is certified automatically qualifies for a license. Written guidelines would determine certification.

7. A State Plan for Emergency Medical Services would be developed during the first six months of the project.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 11.0 Emergency Medical Services



*on a continuing basis

**to be completed by 12/69

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

11. EMERGENCY MEDICAL SERVICES

	IN EFFECT	IN PLAN
State Specified Requirements for Ambulance and Rescue Vehicle Operators		X
Training		X
Licensing		X
Other Requirements		
State Specified Requirements for Ambulance and Rescue Vehicle Attendants		X
Training		X
Licensing		X
Other		
State Specified Requirements for Ambulance and Rescue Vehicle Drivers		X
Training		X
Licensing		X
Other		
State Specified Requirements for Ambulance and Rescue Vehicle Dispatchers		
Training		
[illegible]		
Other		

	IN EFFECT	IN PLAN
Specified Requirements for Emergency Vehicles		
Types	X	X
Numbers		X
Supplies and Equipment	X	X
Requirements for Operation and Coordination of		
Ambulances		X
Other Emergency Care Systems		
Emergency Services Personnel		
First Aid Training		
First Aid Refresher Training		
General Public Encouraged to Take First Aid Courses		
Criteria for Use of Two-Way Communications		
Procedures for Summoning Aid		

	IN EFFECT	IN PLAN
Up-to-Date, Comprehensive Plan for Emergency Medical Services		X
Facilities		X
Definitions of Areas of Responsibility		X
Agreements for Mutual Support		X
Communications Systems		X
Periodical Program Evaluation		X

PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

EMERGENCY MEDICAL SERVICES

	1971	1972	1973	1974
Continue and Expand Training	25	30	45	50
Provide Consultation for Improved Ambulance Service	15	30	30	30
Develop EMS Data Collection System	10	25	25	25
Reintroduce Ambulance Service Regulation Legislation		10	10	10
Continue Public Information Campaign	5	10	10	10
Introduce Ambulance Service Certification Program	5	5	5	5
Complete EMS Plan	5	5	5	5
	65	115	130	135

[1] Costs for work by existing staff or with equipment currently possessed by Montana are not included.

HOUSE BILL No. 390

INTRODUCED BY BRAND BY REQUEST

A BILL FOR AN ACT ENTITLED: "AN ACT TO CONTROL AND REGULATE AMBULANCE SERVICES AS REQUIRED BY PUBLIC INTEREST.

Be It Enacted by the Legislative Assembly of the State of Montana:

Section 1. Findings and purposes. The public welfare requires control and regulation of the operation of ambulance services as defined in Section 2 of this act, and the control, inspection, and regulation of persons engaged therein, in order to prevent or eliminate improper or unreasonable care that may endanger the health of the public. The regulation of establishments providing such services is in the interest of social well-being, and the health and safety of the state and all its people.

Section 2. Definitions. As used in this act, unless the context clearly indicates otherwise: (1) "Ambulance" means any privately or publicly owned motor vehicle that is especially designed or constructed, and equipped, which is maintained and used for the transportation of patients, including dual purpose police patrol cars and funeral coaches or hearses which otherwise comply with the provisions of this act, but does not include any such motor vehicle owned by, or operated under the direct control of the United States or the State of Montana.

(2) "Ambulance service" means any person (as defined in Section 1-k) who operates an ambulance.

(3) "Attendant" means a trained or otherwise qualified individual responsible for the operation of an ambulance and the care of the patients whether or not the attendant also serves as driver.

(4) "Attendant-driver" means a person who is qualified as an attendant and a driver.

(5) "Driver" means an individual who drives an ambulance.

(6) "Dual purpose police patrol car" means a vehicle, operated by a police department, which is equipped as an ambulance, even though it is also used for patrol or other police purposes.

(7) "Executive officer" means the executive officer of the Montana state department of health or his designated official.

(8) "Board" means the board of health of the state of Montana.

(9) "License Officer" means the executive officer of the Montana state department of health or his designated official.

(10) "Patient" means an individual who is sick, injured, wounded, or otherwise incapacitated or helpless.

(11) "Person" means any individual, firm, partnership, association, corporation, company, group of individuals acting together for a common purpose or organization of any kind, including any governmental agency other than the United States or the state of Montana.

Section 3. License Required. (1) Every person conducting or operating an ambulance service shall procure a license issued by the department. A separate license shall be required for each establishment.

(2) Applications for a license shall be made in writing to the department on forms specified by the department.

(3) Licenses shall be granted as a matter of right, unless conditions exist as specified by this act which are grounds for a cancellation or denial of a license. The applicant may apply for a hearing and judicial review as specified by this act upon being denied a license or upon cancellation.

Section 4. Fee—term of license. (1) There shall be paid to the department with each application for a license or for renewal of a license, an annual license fee of five dollars ($5). The department shall deposit fees with the state treasurer to the credit of the state general fund.

(2) Each license shall expire on December 31 following its date of issue, unless cancelled for cause. Renewal may be obtained by paying the required annual license fee. The license shall not be transferrable nor be applicable to any premises other than that for which originally issued.

Section 5. Cancellation or denial of licenses—procedure.

(1) The executive officer may cancel any license if he finds that the licensee has violated provisions or regulations of this act, and the licensee has failed or refused to remedy or correct the violation. Submission to the department of an acceptable plan of correction within ten (10) days after receipt from the executive officer of written notice of violation, and execution of an acceptable plan within the time prescribed in the written notice of approval thereof by the executive officer, shall be a bar to prosecution for violation.

(2) The executive officer shall not deny or cancel any license without:

(a) delivery to the applicant or licensee of a written statement of the grounds therefore or the charge involved;

(b) and an opportunity to answer at a hearing before the board to show cause, if any, why the license should not be denied or cancelled. In such case, the licensee shall make written request to the executive officer of the department for a hearing within ten (10) days after notice of the grounds or charges has been received.

(3) Upon cancellation of a license, the license certificate shall be returned to the executive officer for destruction or deletion as the executive officer may direct in his notice of cancellation.

(4) Any order made by the executive officer after hearing, as provided herein, denying or cancelling any license may be reviewed by application for writ of review (certiorari) commended in the district court of the county in which the licensed premises are located, within ten (10) days from the date of notice in writing of the executive officer's order of denial or cancelling such license has been served upon him.

(5) Whenever the department shall furnish evidence to the county attorney of any county in this state, the county attorney shall prosecute any person, persons, firm, or corporation violating any provisions of this act, or any rules or regulations effective under this act.

Section 6. Rules and Regulations—Cooperative Agreements.

(1) The board shall prescribe and enforce rules and regulations which are necessary to carry out the provisions of this act.

[illegible]

(2) No rule or regulations shall be effective until a public hearing has been held for review of the rules and regulations. Notice of the public hearing shall be sent by ordinary mail at least thirty (30) days before the hearing to all Montana licensed operators along with a copy of the proposed regulations.

(3) The department may enter into cooperative agreements with any of the state agencies or political subdivisions for the purpose of carrying out the provisions of this act, or any part thereof.

Section 7. Inspections. (1) The department shall make all necessary investigations and inspections for enforcement of this act. Each authorized representative shall make regular inspections as the rules and regulations of the board may direct, and such special inspections as the department may from time to time direct, and he shall make such reports relative to conditions existing at such times and in such manner as the board may direct.

(2) All persons authorized by this act or by regulations adopted under this act shall have free access at all reasonable hours to any of the establishments listed and defined in Section 2 of this act for the purpose of making inspections.

Section 8. Authority of Board to issue subpoenas. In any proceeding under this act, the board may administer oaths and issue subpoenas, summon witnesses, and take testimony of any person within the state of Montana.

Section 9. Penalty. Any person violating any provision of this act or regulation made hereunder shall be guilty of a mis-

demeanor, and, upon conviction, shall be fined not less than fifty dollars ($50) nor more than one hundred dollars ($100) for the first offense, and not less than seventy-five dollars ($75) nor more than two hundred dollars ($200) for the second offense; and for third and subsequent offenses, by a fine of not less than two hundred dollars ($200) and imprisonment in the county jail not to exceed ninety (90) days.

Section 10. License fee—supersedes other fees. Payment of the license fee stipulated in this act shall be accepted in lieu of any and all existing state fees and charges for like purposes or intent which may be existent prior to the adoption of this act.

Section 11. Severability. It is the intent of the legislative assembly that if a part of this act is invalid, all valid parts that are severable from the invalid part remain in affect. If a part of this act is invalid in one or more of its applications, the part remains in effect in all valid applications that are severable from the invalid applications.

Section 12. Effective date. This act is effective January 1, 1970.

Section 13. Appropriation. (1) There is appropriated from the general fund to the State Department of Health for establishing a training, consulting and control program for emergency medical services: for the fiscal biennium ending June 30, 1971, $30,000.

(2) Funds shall be used to: (1) establish a licensing and control program for ambulance services and furnish training to ambulance personnel;

(2) develop a State Plan for Emergency Medical Services in Montana as outlined in the Highway Safety Act of 1966; and

(3) supply consultation services to ambulance services on equipment and procedures.

EMERGENCY CARE

Announcing a two day Emergency Care Program for Ambulance, Police, Fire, Emergency Room and other personnel working in the Emergency Medical Service field.

Physicians of your Medical Society will present basic instruction on treatment and handling of the ill and injured by those first on the scene.

Practice and discussion time is offered in areas of instruction.

Certificates will be awarded upon satisfactory completion of the course.

REGISTRATION

Advance registration is recommended. Please fill in the attached form and mail it to:

State Board of Health
Emergency Medical Services
Division of Disease Control
Helena, Montana 59601

Participants that travel will be paid per diem and mileage. It is urged that participants arrange to share transportation as much as possible.

ACCOMODATIONS

Accomodations are the responsibility of the attending participant.

DON'T FORGET TO MAIL YOUR REGISTRATION IN EARLY!

"EMERGENCY CARE"

Sponsored by

MEDICAL SOCIETY

In Cooperation with
THE STATE BOARD OF HEALTH

DATE

LOCATION

COURSE CONTENT

EMERGENCY CARE

First Day

8:00-8:30 Registration

8:30-9:00 Opening Session and Welcome

9:00-9:30 Red Cross First Aid

9:30-10:00 Circulation, Bleeding and Shock

10:00-10:15 Discussion

10:15-10:30 Break

10:30-10:40 Movie "Closed Chest Massage"

10:40-11:00 Cardiac Massage

11:00-11:15 Discussion

11:15-11:30 Movie "Breath of Life"

11:30-12:00 Resuscitation and Airway Obstruction

12:00-12:15 Discussion

12:15-1:00 Lunch

1:00-1:30 Control of Bleeding

1:30-1:45 Discussion

1:45-2:15 Poisoning and Snakebite

2:15-2:30 Discussion

2:30-2:45 Break

2:45-3:15 Head Injuries and the Unconscious Patient

3:15-3:30 Discussion

3:30-4:00 Roadside Manner and Traffic Control at Accident Scenes Panel of four.

4:00-4:30 Ambulance Equipment and Handling of the Injured Panel of four

Second Day

8:00-8:30 - Movie, Emergency Childbirth

8:30-9:00 - Obstetrical Emergencies

9:00-9:15 - Discussion

9:15-9:45 Heart Attack, Stroke, Diabetes and Epilepsy

9:45-10:00 - Discussion

10:00-10:15 Break

10:15-10:45 Burns and Management of Frostbite

10:45-11:00 Discussion

11:00-11:45 Chest Wounds, Abdominal Injuries Seat Belt Injuries

11:45-12:00 Discussion

12:00-1:00 Lunch

1:00-1:30 Splinting of Fractures

1:30-1:45 Discussion

1:45-2:15 Fractures of the Spine and Pelvis

2:15-2:30 Discussion

2:30-2:45 Break

2:45-3:15 Eye Injuries

3:15-5:00 Demonstration and Practice

#1 Resuscitation and Cardiac Massage

#2 Bleeding and Bandaging

#3 Splinting of Fractures

#4 Fractures of the Spine

5:00 Awarding of Certificates

EMERGENCY CARE TRAINING
Malta, Montana

Monday Evening, May 5, 1969

7:00	- 7:15 P.M.	Registration
7:15	- 7:30	Introduction to A.R.C. First Aid
7:30	- 8:00	Movie, "Pulse of Life"
8:00	- 8:30	Airway Care and Artificial Respiration
8:30	- 8:45	Break
8:45	- 9:15	Cardiac Massage
9:15	- 10:00	Discussion and Practice

Tuesday Evening, May 6

7:00	- 7:30 P.M.	The Circulatory System and Control of Bleeding
7:30	- 7:45	Discussion and Practice
7:45	- 8:15	Causes and Treatment of Shock
8:15	- 8:30	Break
8:30	- 9:00	Burns and Frostbite
9:00	- 9:30	Head Injuries
9:30	- 10:00	Discussion, Practice and Review

Wednesday Evening, May 7

7:00	- 7:30 P.M.	Oral Poisoning and Snakebite
7:30	- 8:00	Fractures of the Extremities
8:00	- 8:30	Fractures of the Spine
8:30	- 8:45	Break
8:45	- 9:30	Demonstration and Practice
9:30	- 10:00	Chest Wounds and Abdominal Injuries

Thursday Evening, May 8

7:00	- 7:30	Movie, "Emergency Childbirth"
7:30	- 8:00	Obstetrical Emergencies
8:00	- 8:15	Eye Injuries
8:15	- 8:30	Break
8:30	- 9:00	Heart Attack, Stroke, Diabetes and Epilepsy
9:00	- 9:30	Transportation
9:30	- 10:00	Legal Liability

Each participant should obtain an American Red Cross First Aid Text. They will be available at the first meeting. The cost is seventy-five cents (75¢). Each participant should bring one triangular bandage to the classes.

AMBULANCE SERVICE

Type of Service	Number	Percent	Median Area Served	Median Pop. Served	Median Highway Miles	Median Calls Per Year, 1965	Median Calls Per [illegible]
Private	28	37.3	1500 sq.miles	5500	115	60	60
Voluntary	27	36.0	700 " "	2000	65	50	42
Government	16	21.3	250 " "	7000	92	141	102
Hospital	4	5.3	1125 " "	3750	68	26	24
Totals	75	100.0	1100 " "	3800	90	75	60

AMBULANCE VEHICLES

Type of Service	Number	1 vehicle	2 vehicles	3 vehicles	4 vehicles	Total vehicles
Private	28	15	8	4	1	47
Voluntary	27	26	1	0	0	28
Government	16	12	4	0	0	20
Hospital	4	3	1	0	0	5
Total	75	56	14	4	1	100

EQUIPMENT LEVELS

Splints	No.	%
1. All (inc. Thomas, arm, leg)	14	18.7
2. Board Leg Splints only	0	
3. Board Arm Splints only	0	
4. Board Splints, arm & leg	46	61.3
5. Thomas Splint only	0	
6. Thomas and Arm only	0	
7. Thomas and Leg only	0	
8. None	15	20.0
Total 75 services		

Back Boards	No.	%
1. Yes	34	45.3
2. No	41	54.7
3. Not stated	0	
Total 75 services		

Resuscitation - Suction	No.	%
1. Oxygen plus bag mask plus suction	28	37.3
2. Oxygen plus bag mask	2	2.7
3. Oxygen plus suction	4	5.3
4. Bag mask unit plus suction	0	0.0
5. Oxygen only	33	44.0
6. Bag mask unit only	1	1.3
7. Suction only	0	0.0
8. None	7	9.3
Total 75 services		

Airways	No.	%
1. Two way	18	24.0
2. Oropharyngeal	6	8.0
3. Both	29	38.7
4. None	22	29.3
Total 75 services		

Mouth Gags	No.	%
1. Yes	21	28.0
2. No	54	72.0
3. Not stated	0	
Total 75 services		

Universal Dressing	No.	%
1. Yes	49	65.3
2. No	26	34.7
3. Not stated	0	
Total 75 services		

Bandages	No.	%
1. Triangular	8	10.7
2. Safety pins	0	
3. Triangular and safety pins	67	89.3
4. None	0	
Total 75 services		

Other Dressings	No.	%
1. Sterilized gauze pads	2	2.7
2. Adhesive tape	0	
3. Roller bandages	1	1.3
4. Sterilized gauze pads and roller bandages	2	2.7
5. Sterilized gauze pads and adhesive tape	2	2.7
6. Adhesive tape and roller bandages	0	
7. All dressings	68	90.7
8. None	0	
Total 75 services		

Miscellaneous	No.	%
1. Shears	5	6.7
2. Pillows	11	14.7
3. Shears and Pillows	55	73.3
4. None	4	5.3
Total 75 services		

Additional Equipment	No.	%
1. Yes	38	50.7
2. No	37	49.3
3. Not stated	0	

AMBULANCE AND OTHER RESCUE UNITS

	Yes	No	Qualified Yes	Qualified No	Unknown	Total
Is the ambulance or rescue unit serving your hospital adequately equipped?	38 68%	11 20%	6 11%	0	1 2%	56
Is the ambulance or rescue unit serving your hospital using trained personnel?	36 64%	6 11%	11 20%	1 2%	2 4%	56
Is the ambulance or rescue unit serving your hospital cooperative with your hospital?	52 93%	0	0	2 4%	2 [illegible]%	56
Is the ambulance or rescue unit serving your hospital aware of your admittance policies?	50 89%	2 4%	2 4%	1 2%	1 2%	56
Is the ambulance or rescue unit serving your hospital communicating with you before arrival?	32 57%	5 9%	17 30%	2 4%	0	56
Is the ambulance or rescue unit serving your hospital available 24 hours?	54 96%	0	1 2%	1 2%	0	56
Is the ambulance or rescue unit serving your hospital clean and sanitary?	51 91%	1 2%	2 4%	2 4%	0	56
Have you ever seen instances of poor physical handling or poor administration of first aid by personnel?	5 9%	46 82%	1 2%	2 2%	2 4%	56
Do you have any suggestions which you feel would improve service to the patient from the scene of the accident until the patient receives definitive medical care?	14 25%	37 66%	1 2%	0	4 7%	56
Have you presented these to the responsible agencies?	7 13%	13 23%	1 2%	1 2%	34 61%	56
Have ambulance operators and rescue squads in the area been instructed as to the conditions under which you will or will not accept patients?	38 63%	8 14%	2 4%	2 4%	6 11%	56

HOSPITAL EMERGENCY ROOMS

	Yes	No	Qualified Yes	Qualified No	Unknown	[illegible]
Is your emergency room-						
open 24 hours each day?	56	0	2	0	1	[illegible]
under a single director?	29	25	2	0	9	[illegible]
on a departmental status?	21	26	1	0	8	[illegible]
making a profit?	4	41	0	2	9	[illegible]
What is your estimated percent of collection on emergency room patients?	See Frequency Distributions - Table I					
Does your emergency room-						
have written standard operating procedures?	35	14	2	0	5	[illegible]
have written procedures to assure that a physician is available at all times?	39	10	1	2	4	[illegible]
have this procedure posted?	34	9	1	0	12	[illegible]
have provision for additional help if needed?	51	1	2	0	2	[illegible]
obtain a physician for emergency patients within 15 minutes of arrival of the patient?	39	0	13	1	3	[illegible]
accept all emergency patients?	47	3	4		2	[illegible]
have x-ray facilities 24 hours each day?	52	0	3	0	1	[illegible]
laboratory 24 hours?	51	0	3	0	4	[illegible]
Cases per month?	See Frequency Distributions - Page 30					
Percent of cases that are emergencies?	See Frequency Distributions - Page 30					
Are you aware of the location and telephone number of the nearest poison control center?	39	13	1	1	2	[illegible]
Is this number posted in the emergency room?	33	12	2	1	8	[illegible]

	Yes	No	Qualified Yes	Qualified No	Unknown	Total
Does your emergency room have a disaster plan?	34 61%	15 27%	1 2%	2 4%	4 7%	56
Did your last trial include ambulances?	9 16%	19 34%			28 50%	56
Is your disaster plan available to ambulance personnel?	26 46%	7 13%	3 5%		20 36%	56
Is your disaster plan posted in your emergency room?	19 34%	17 30%			20 36%	56
Is your hospital equipped with radio communications to:						
Physicians?	3 5%	45 80%	1 2%		7 13%	56
Ambulance services?	5 9%	44 79%			7 13%	56
Law enforcement?	6 11%	44 79%	0	1 2%	5 9%	56
Other?	7 13%	17 30%	2 4%	1 2%	29 50%	56

DATE OF LAST MOCK TRIAL OF DISASTER PLANS BY HOSPITALS

	Number	Percent
1967	17	30%
1966	6	11%
1965	3	5%
Not Stated	30	54%
Total	56	100%

Estimated Percent of Collection, Emergency Room Patients

Percent	Number
0 - 9%	1
10 - 19%	1
20 - 29%	0
30 - 39%	1
40 - 49%	1
50 - 59%	3
60 - 69%	8
70 - 79%	9
80 - 89%	10
90 - 99%	6
No Answer	16
Total	56

Cases Per Month in Emergency Rooms

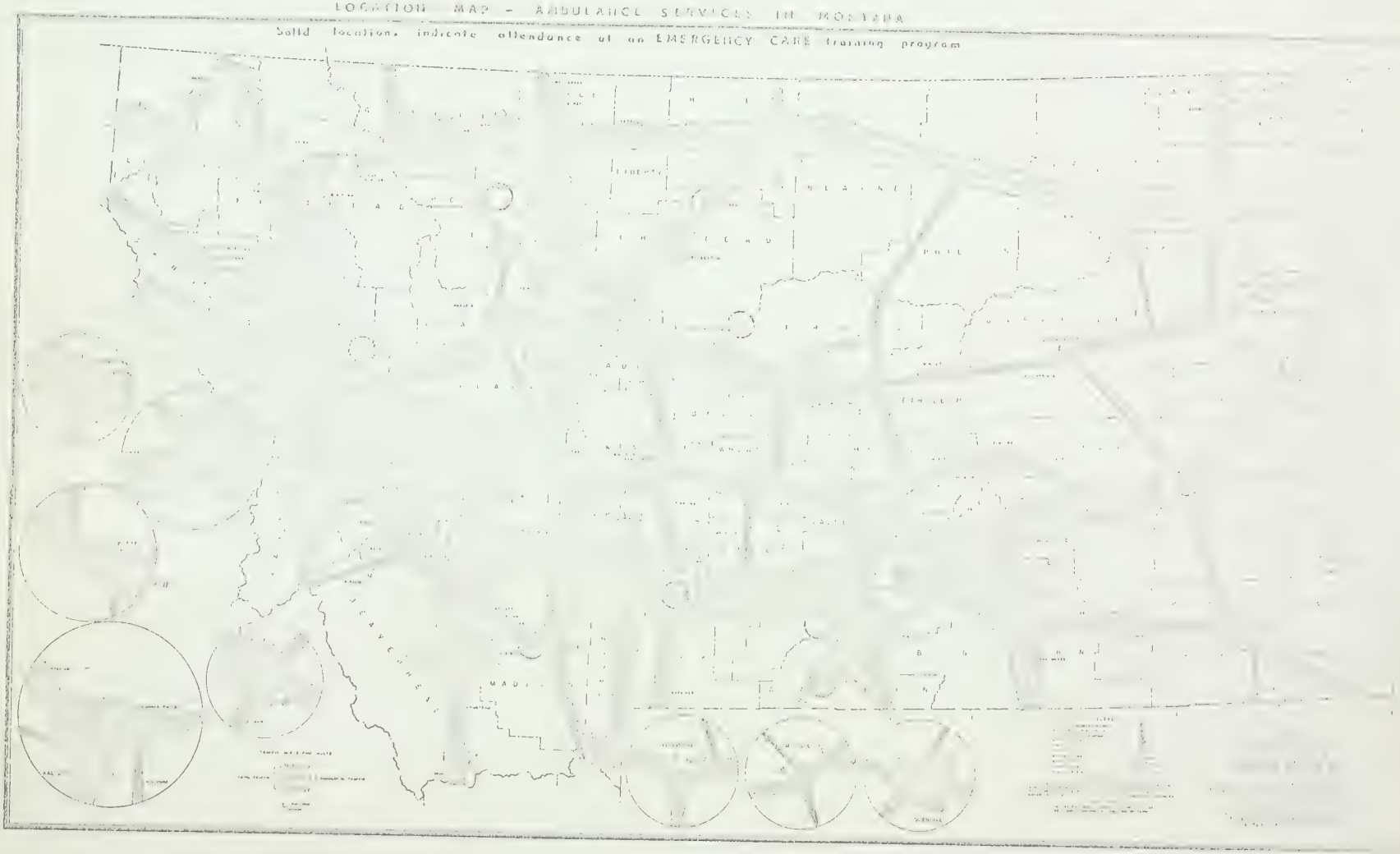
No of Cases	No. of Emer. Rooms
0 - 99	33
100 - 199	10
200 - 299	3
300 - 399	1
400 - 499	0
500 - 599	0
600 - 699	1
700 - 799	1
800 - 899	0
900 - 999	2
1000 - 1099	1
1100 - 1199	0
1200 - 1299	0
1300 - 1399	1
No Answer	3
Total	56

Percent of Cases that are Emergencies

Percent	Number
0 - 9%	5
10 - 19%	[illegible]
20 - 29%	5
30 - 39%	[illegible]
40 - 49%	[illegible]
50 - 59%	[illegible]
60 - 69%	[illegible]
70 - 79%	[illegible]
80 - 89%	[illegible]
90 - 99%	[illegible]
No Answer	12
Total	56

LOCATION MAP - AMBULANCE SERVICES IN MONTANA

Solid locations indicate attendance at an EMERGENCY CARE training program



HIGHWAY DESIGN, CONSTRUCTION AND MAINTENANCE

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES

A. Sufficiency Rating Program, Montana Primary Highways

B. Construction Signing Standard

C. Skid Resistance Research

HIGHWAY DESIGN, CONSTRUCTION AND MAINTENANCE

PURPOSE

"To assure: (a) that existing streets and highways are maintained in a condition that promotes safety, (b) that capital improvements either to modernize existing roads or to provide new facilities meet approved safety standards, and (c) that appropriate precautions are taken to protect passing motorists as well as highway workers from accident involvement at highway construction sites."

PRESENT STATUS

Highway Design, Construction and Maintenance is a particularly difficult highway safety area for the state of Montana. The mountainous terrain combined with long, cold winters and heavy snow are formidable. Not only is snow removal costly, but the cost of construction and maintenance is much higher because of the climate. The low population density of the state results in a significant tax burden to the populace.

Responsibility for Highway Design, Construction and Maintenance is assigned to the State Highway Department which is organized and administered in conventional, standard ways common to other state highway departments.

Montana complies with the Federal Standard either in present practices or with documentation, procedures or construction which is currently underway or planned. The following is a brief description of the activities in Montana relative to this standard.

A. Design Standards

There are systematic procedures for Design, Construction, and Maintenance. These are well-documented for Design and Construction.

Highway Design is carried out using accepted AASHO Design Standards. Montana has Published its own set of Engineering Design Standards, Field and Office Standards. Included in these standards are methods for calculating and incorporating into designs the appropriate safety features relative to construction such as sight distance, curvature, width of lanes, etc.

B. Standards for Pavement Design and Construction

There are standards for Pavement Design and Construction and provisions for incorporating high skid resistance qualities are indirectly stated in terms of the material composition and preparation procedures specified. These standards are outlined in Standard Specifications for Road and Bridge Construction and the Construction Manual.

C. Construction Program

- Montana has some unusual geographic features which increase the difficulties in keeping roadsides clear of obstacles and maintaining adequate clear distances. The mountainous terrain results in many steep roadside drop-offs. Many roads are elevated for snow blow-off and drainage with insufficient right-of-ways on new construction in heavily traveled sections of highway. The Sufficiency Rating, tabulates data on surface and roadway width, as well as traffic data including average daily traffic, design hour volume, and hourly service volume which is very useful in this regard. This rating is used as one of the principal criteria for selection of projects for the Montana Highway Commission Five Year Construction Program. Spot safety projects are included in our five year program to improve short sections where alignment, intersections, drainage structures, etc. are

particularly hazardous. The State Highway is engaged on a continuing basis, in urban transportation planning studies in the larger urban areas in the State. These studies provide a considerable amount of data in relation to traffic safety, capacities and other areas related to design evaluation and future improvements.

- Montana has a program for breakaway supports for both new and existing signs. Holes have been drilled in existing supports to provide breakaway capability.
- There is no formal program for providing protection around fixed objects which cannot be removed or designed to yield, but it is a factor considered by the Traffic Engineer, when such locations are reported, and it is included in designs for new construction.

The Montana Highway Department employs a Bridge Engineer and five assistant Bridge Engineers. The best available engineering data, as documented in the AASHO Standard, has been used to strike a compromise in railing and parapet design that promotes safety.

In some cases, design features which would minimize the severity of impact conflict with features which would increase the probability of retaining the vehicle.

Hazards within the right-of-way are identified in several ways:

- Analysis of individual accidents
- Statistical accident data
- Private citizen reports to the highway department
- Analyses by the traffic engineer's office
- Photographic surveillance
- Highway Patrol reports
- Local police reports

In Montana, collapsed road beds during the spring thaw are quite common and there is a program to warn motorists and to patch these promptly.

D. Railroad Crossings

Montana has formed a railroad crossing diagnostic team composed of a Montana State Traffic Engineer and representatives to the Bureau of Public Roads and the Northern Pacific Railway Company, representing the railroad industry. This diagnostic team was formed to implement the guidelines set forth in IM 211-68 Railway-Highway Grade Crossing Program. During 1968, the Planning Survey section conducted a study of all crossings on the Primary and State Secondary highway systems in Montana. This study consisted of two parts: (1) The inventory and recording of the physical data for each crossing and (2) The statistical analysis of this information.

The inventory and physical data included traffic volumes (both train and vehicular) sight distance, highway speed, train speed, location, protective devices and other information.

The statistical analysis consisted of determining the hazard rating based upon volumes, speed, sight distance and other factors. This rating was then adjusted, based upon the existing protective devices installed at the crossing. A printout, by descending rating of both the raw and adjusted rating, was done. This report is being published at which time the diagnostic team will select those crossings they deem worthy of future study. These crossings will be further ranked by priority rating and a detailed study of each will be made. This study will consist of an accident analysis for at least a 5 year period, a further collection of data peculiar to the crossing, and an on-site investigation. The initial detailed study of 10 crossings will be completed by September 1, 1969. As many crossings as economically feasible will be upgraded each year. It is estimated at this time that about half of the 254 unprotected crossings in Montana couls qualify for some type of protective device.

Based upon the above information, about 15 crossings per year will be scheduled to be up-graded. This included crossings being upgraded under regular construction programs. At this rate, Montana expects to have the majority of its crossings protected by 1980. The expected development of reliable low-cost crossing protective devices could have a great accelerative effect on this program.

E. Roadway Lighting

There is a program for providing and upgrading roadway lighting for needed locations.

F. Traffic Control at Construction Sites

Montana has a well-documented program for this purpose. There are specific signing standards and instructions, including written instructions for Flagmen, for the following:

- Signing of a typical Construction project
- Detour from divided highway around construction area
- Transition from two lanes to divided highway
- Transition from divided highway to two lanes
- Detour around construction
- Two lane cross-over
- Equipment crossing in construction area
- Signing for lane closure and side road approach
- Typical ~~window~~ warrow warning signing
- Typical sign mounting
- Erection and sign details
- Class I barricades
- Class II barricades

G. Maintenance

The roadways and roadsides are maintained consistent with the design standards which are followed in construction. The Highway Maintenance Department is guided by the Standard Specifications and the Construction Manual. The Department is charged with the following responsibilities:

- Road Patching
- Resurfacing
- Snow Removal
- Sign and Traffic Control Device Repairing
- Guard Rail Repairing
- Unusual Maintenance Situations such as spillage of Dangerous Materials on the Highway, etc.

Roadway situations requiring maintenance may be classified as those which suddenly appear, like a washed out road, and those which appear gradually, such as the gradual erosion of a road shoulder. Those situations which occur suddenly may in turn be classed into those which require immediate repair, the Sufficiency Rating System provides a valuable imput for major maintenance decisions.

This Sufficiency Rating system is summarized in the following paragraphs. (See Appendix A for detail.)

A completely adequate section of rural highway is assigned 100 points in the sufficiency rating formula. A section of highway meriting a rating of 100 points must have a thoroughly sound structure, to be free from those hazards that can be eliminated by proper road design and must have adequate capacity to satisfactorily handle existing traffic demands.

H. Resurfacing Program with Emphasis on Low Skid Resistance and High Accident Locations

The Resurfacing Program collects and Processes data for decision-making relative to needed locations.

Another source of data relative to skid resistance is the Montana - BPR Skid Resistance Research Program (Appendix C). In June, 1968, a BPR skid resistance testing apparatus was used to test surfaces throughout Montana. The average results of these tests were as follows:

- State-wide friction factor for concrete pavement -- 49
- State-wide friction factor for asphaltic concretes -- 60

I. Traffic Environment for Subdivisions

Comparatively few Montanans live in suburban residential tracts that are so typical of suburbia in the larger cities of this country. The more common form of residential development is the conventional grid pattern in the cities and towns or rural homes. Also, since Montana has not grown in population, development of new suburban residences is not being fed by an overall increase in population.

To fill its most important need regarding land use for development, the road system to serve the development, and highway safety, the State Highway Commission has recently developed and published Approach Standards for Montana Highways. These standards cover business and residential development in urban as well as rural areas.

The new residential and business developments that are coming into being in the cities and towns are under the control of the local planning agencies. The responsibility for local traffic safety lies with the local authorities and planning agencies. The State Highway Commission maintains a co-operative program with local political subdivisions whereby, at the request of the local authorities, the Traffic Engineer's Office will review the subdivision plan for traffic safety.

J. Post-crash Program

Montana has begun installing signs directing motorists to the nearest hospital. The program is planned for completion before the end of the current fiscal year.

Montana has a [illegible]

- State-wide friction factor for concrete pavement -- 49
- State-wide friction factor for asphaltic concretes -- 60

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J. Post-crash Program

Montana has begun installing signs directing motorists to the nearest hospital. The program is planned for completion before the end of the current fiscal year.

Maintenance personnel receive training annually [illegible]

for summoning aid and protecting others from hazards at accident sites and removing debris. These training programs are administered by the district maintenance supervisors with technical assistance from the Safety Department.

Provisions for access and egress on controlled access highways for emergency vehicles are made wherever this would significantly reduce travel time without reducing the safety benefits of access control.

K. Program Evaluation

The program is evaluated periodically on a departmental basis.

L. Currently, there are few formal programs at the local level dealing with Highway Design, Construction or Maintenance.

1. Billings and Great Falls now have resident traffic engineers who have direct responsibilities in this standard area
2. All cities have programs providing for adequate safeguards to protect motorists and maintenance workers when traffic control devices were being installed or repaired
3. In the cities of Helena, Anaconda, Havre, and Glascow, the section of the Manual on Uniform Traffic Control Devices dealing with "Traffic Controls for Highway Construction and Maintenance Operations" is included on all street construction contract specifications
4. All cities, except Glendive, from which information was available, have prescribed programs to determine the condition of traffic control devices
5. Great Falls, Billings, and Helena have special work units solely for sign installation and maintenance
6. Anaconda was the only reporting city not having a

program of street paint marking renewal

7. Bozeman, Anaconda, Miles City, Livingston, and Glascow maintain record systems containing information on the location and type of signs, signals and pavement markings on the entire street system.

PROPOSED PLAN

Adopt a Set of Guidelines on

Safe Traffic Environment for Use by Subdivision Developers

Based on the best available information from subdivision planners, the Traffic Engineer's office will adopt a set of guidelines on safe traffic environment. The guidelines will take into account such factors as proposed housing density, estimated traffic density, designation of through streets, designation of one way streets, use of service roads, separation of pedestrian and vehicular traffic, and the location of major service centers.

Prepare a Maintenance Manual

A Maintenance Manual is currently being prepared and should be nearly ready for publication at the time of this submission. The manual will be periodically updated to include the latest findings relative to highway safety.

Include Skid Resistance Properties in

- The Design Standards

  Skid Resistance Properties, stated in terms of friction factors, will be included in the Montana Field and Office Standards. These standards will include consideration of the type of surface, e. g. concrete, whether the surface is wet or dry, and the relationship of the friction factor standard to highway use, including traffic density and design speed.

Study Highway Design, Maintenance and Construction at the Local Level to Determine the Best Way of Improving

- Their Programs

  This study will be part of the multi-standard study to determine the best way to improve local standards that relate to highway department functions. Consideration will be given to state sponsored training programs for local officials, technical assistance such as needs surveys, and setting of appropriate standards.

  It should be noted that the MHC cannot finance these local programs except in some cases where the local body, city, or county allocates their apportionment of State gas tax monies. In some cases, this item could be accomplished as a TOPICS project similar to Traffic Control Device faction.

Conduct a Photographic Inventory of Montana's Primary System

This inventory will provide one hundred (100) photos per mile in each direction. In addition to its utility in reviewing high accident locations which may result in design, maintenance, or construction, it will reveal needs such as eroding shoulders, etc.

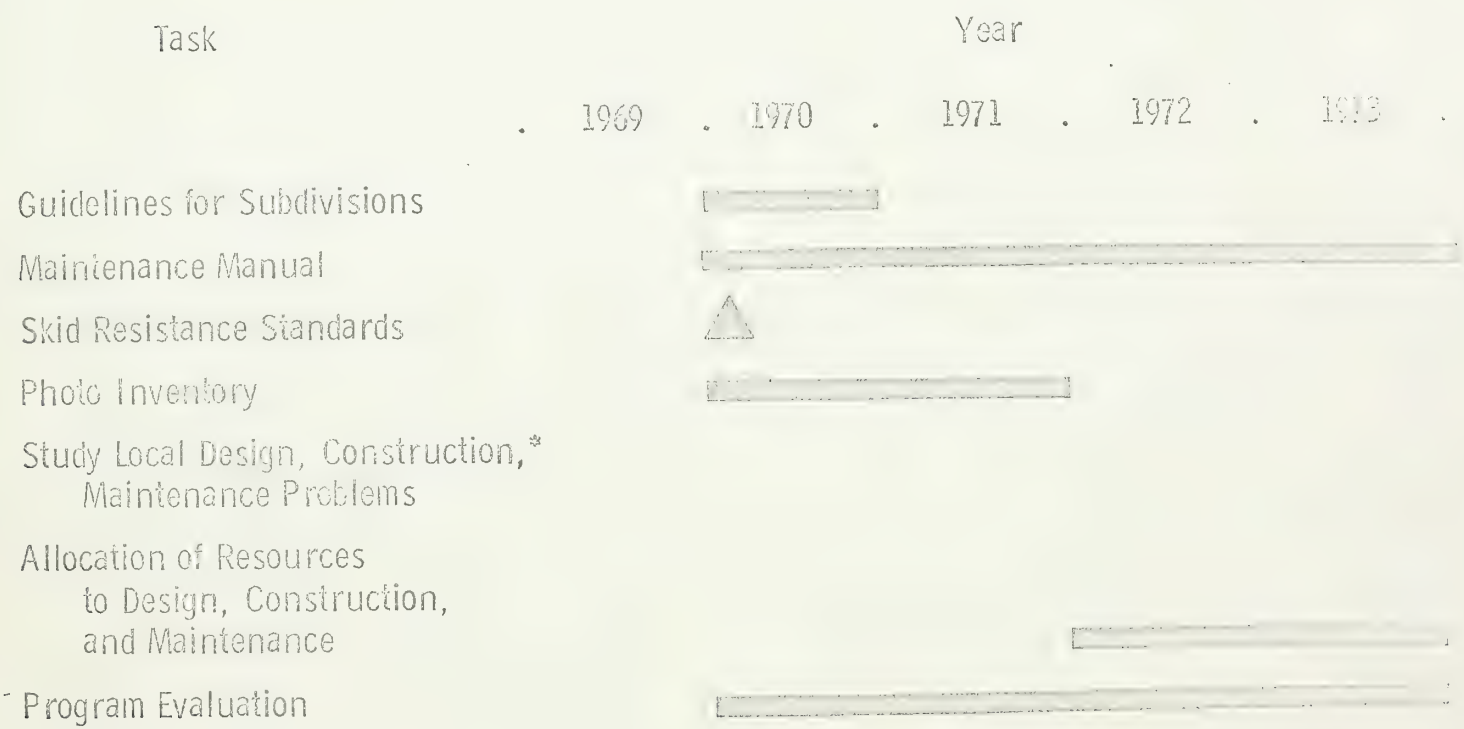
Evaluate the Role of Highway Design

- Maintenance and Construction in Highway Safety

  Funds will be allocated for a safety program upon determining the relative cost of possible improvement projects and evaluating the costs in comparison with anticipated benefits. The relationship of costs and benefits of safety projects will be considered in comparison with anticipated cost benefit relation for normal construction projects.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 12.0 Highway Design, Construction, and Maintenance



* see text re: fundings

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

12. HIGHWAY DESIGN, CONSTRUCTION AND MAINTENANCE

	IN EFFECT	IN PLAN
Design Standards for Specified Safety Features	X	
Safe Environment Specified for Subdivision Developments or Redevelopments		X
Roadway Lighting is Upgraded on Priority Basis		
Expressways	X	
Junctions of Major Highways and Rural Areas	X	
Locations with High/Night-to-Day Crashes		X
Tunnels and Long Underpasses	X	
Specifications for High Skid Resistance Qualities	X	
Resurfacing Correction of Low Skid Resistance Sections	X	
[illegible]	X	

	IN EFFECT	IN PLAN
Program for Elimination of Rail-Highway Crossing Hazards		X

PRELIMINARY ESTIMATED COSTS
(Thousands of Dollars)

HIGHWAY DESIGN, CONSTRUCTION AND MAINTENANCE

	1971	1972	1973	1974
Guidelines for Subdivisions				
Maintenance Manual				
Skid Resistance Standards				
Photo Inventory **	20			
Study Local Design, Construction and Maintenance Problems *				
Determination of Allocation of Resources to Design, Maintenance and Construction				
Program Evaluation				
	20			

* See text re: fundings

** Funded as Highway Planning and Research Fund Project

APPENDICES

A. SUFFICIENCY RATING PROGRAM, MONTANA PRIMARY HIGHWAYS

In order to comply with the provisions of the State Financial District Law, and to establish a priority for improvement the Montana State Highway Commission has the responsibility to evaluate the condition of the Primary System throughout the State for the purpose of allocating construction funds to the various financial districts. In 1948, a formula was developed to determine the relative deficiency of each section of highway for this purpose, which was based largely on a comparison of the existing condition of the highway with the latest design standards. The deficiency ratings thus obtained were also converted to priority ratings by the applications of a traffic volume factor.

During recent years, other states have developed newer formulas for appraising the sufficiency of highways in those states, and since it was apparent that these formulas provided a better basis for evaluating highway conditions, the various formulas were studied with the objective of developing a new formula for Montana that would improve our rating procedure. The result is a new sufficiency rating procedure, as described in the following, which is used in determining the allocation of construction funds to the financial districts and as a priority-rating guide for programing of new construction projects.

The sufficiency rating procedure applies only to rural sections of Primary System highways. It is not adaptable to urban sections of highway because of the special traffic capacity conditions encountered in the cities, and for this reason, the urban sections of highway continue to be rated on the basis of the older formula until such time as a new urban sufficiency rating procedure can be devised.

Sections of the Interstate Present Traveled-Way that are expected to remain on the Primary System after the Interstate System has been completed, have been included and rated with the Primary System mileage. These sections total approximately 141 miles. A total of 4,949.7 miles of Primary Highways have been rated and is composed of 4,727.9 miles of rural and 221.8 miles located within municipal and urban areas.

A completely adequate section of rural highway is assigned 100 points in the sufficiency rating formula. As defined for this study, a section of highway meriting a rating of 100 points must have a thoroughly sound structure, to be free from those hazards that can be eliminated by proper road design and must have adequate capacity to satisfactorily handle existing traffic demands.

The following factors were considered in the sufficiency formula.

A. Structural Adequacy -- Total 50 points

1. Foundation 10 points

2. Surface 30 points

3. Drainage 10 points

B. Safety -- Total 20 points

1. Number of stopping sight distances, shorter than permitted by design speed.

2. Number of horizontal curves, sharper than permitted by design speed.

3. Number of bridges narrower than the width of the traveled-way of approaches.

4. Average accident rate during the last five years.

C. Hourly Service Volume (Traffic Capacity) -- Total 30 points

1. Design hour traffic volume for the current year.

2. Pavement and shoulder widths.

3. Percent of commercial vehicles.

4. Length of no passing zones.

5. Design speed.

6. Average highway speed.

Structural adequacy was determined by a field inspection of the entire system. To insure uniformity, this inspection was made by one man who had been schooled in rating techniques. Field measurements of pavement and roadway widths were also made during this inspection, as a check on existing records. The foundation of a section of highway was assigned points in the field between a maximum of 10 if it was considered adequate, and 0 if it was inadequate. Surfacing was rated and assigned points between 30 if excellent, and 0 if extremely poor. Drainage was also assigned points between 10 and 0 in the same manner as foundation and surfacing.

Factors affecting the safety rating, such as inadequate stopping sight distances, narrow bridges, and excessive horizontal curves, were obtained from the road plans and straight line diagrams. The traffic accident rate for the past five years was computed for each section on the basis of the number of accidents per 10,000 vehicle-miles of travel. A maximum of 20 points for safety was assigned to a section of highway if stopping sight distance was adequate, there were no excessive curves or narrow bridges and the five year accident rate was below average. Conversely, the safety rating was reduced proportionately from 20 to 0 points by existence of any of these items.

The hourly service volume (traffic capacity) of each section of rural highway has been computed by the approved method for rural highways outlined in the new Highway Capacity Manual. This method takes into consideration such items as width of pavement and shoulders, percent of trucks, length of no-passing zones, and design and average highway speeds.

A maximum rating of 30 points for traffic capacity is assigned to a section of highway by the sufficiency formula if the present thirtieth hourly traffic volume (design hour) is not more than one-half of the computed hourly service volume. A minimum rating of zero indicates that the thirtieth hourly traffic volume is at least one and one-half times greater than the hourly service volume.

A total basic sufficiency rating of a section is the sum of the following individual ratings.

Item	Range of Points
Foundation	0 to 10
Surface	0 to 30
Drainage	0 to 10
Safety	0 to 20
Capacity	0 to 30
Total Rating	0 to 100

The adjusted sufficiency rating has been computed to establish priorities for sections of highway falling into the same general sufficiency rating category. The total basic sufficiency rating is adjusted by comparing the average daily traffic carried by a rating section, with the average for the system. This adjustment gives some additional priority to a section of highway carrying above-average traffic volumes.

The curves shown on the following page were plotted by accumulating the miles of rural Primary highway in each adjusted sufficiency category and the miles of highway in each age group. The two curves are quite similar.

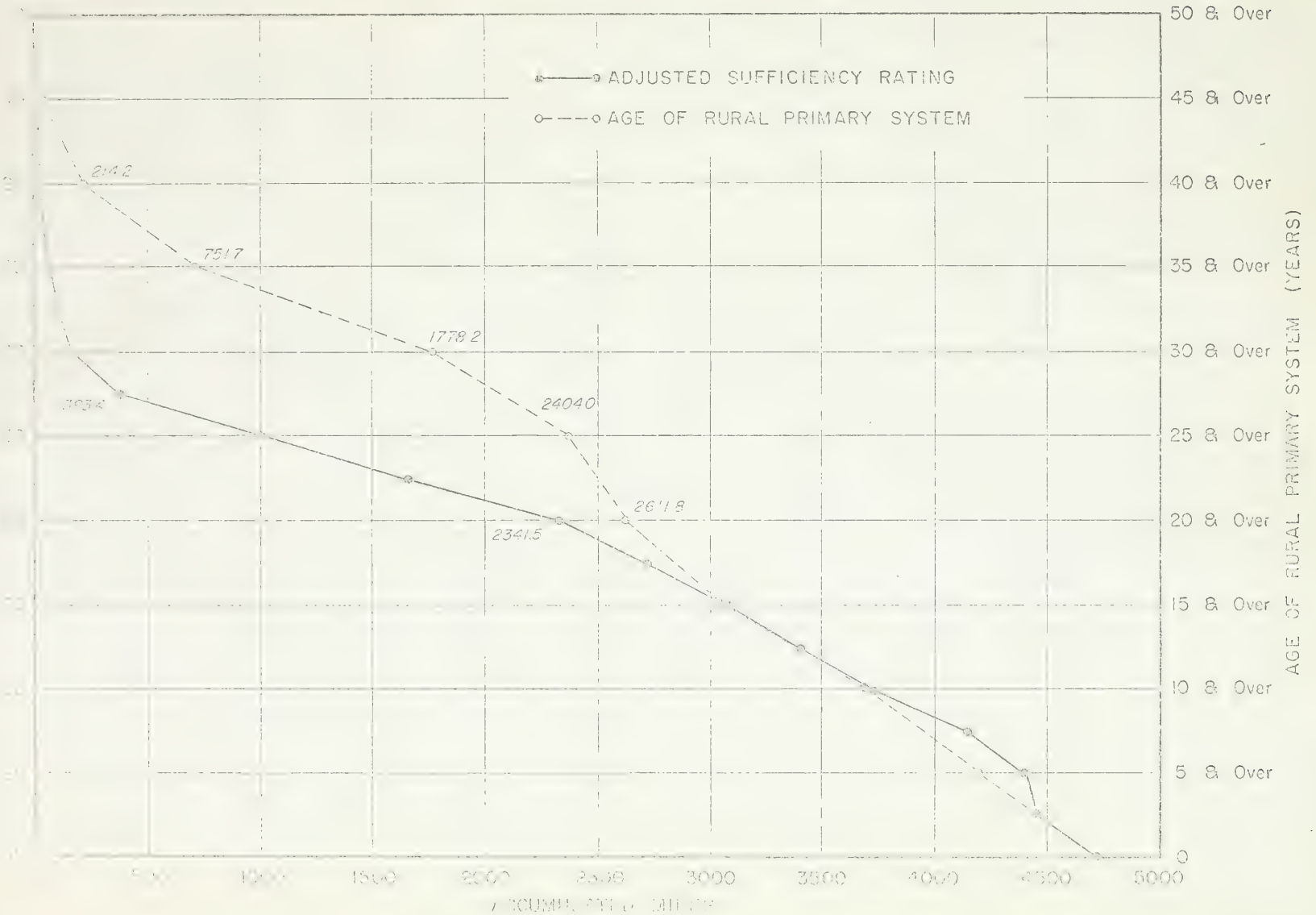
The sharp break in the sufficiency curve, at about 45 percent, indicates that approximately 393 miles, or 8 percent, of rural Primary highways located in all sections of the State are in a critical category and should probably be constructed immediately, if funds are available. The next noticeable break in the sufficiency curve occurs at about 60 percent. There are approximately 2,341 miles of rural primary highway that are 60 percent or less sufficient and 1,948 miles that are rated between 46 and 60 percent. It has been assumed that the 1,948 miles, or 41 percent, or rural primary highway rated between 46 and 60 percent sufficient are approaching obsolescense and probably should be improved within the next 5 to 10 years. The approximate location of this mileage is also shown on the State Map on page 7. Mileage rated between 51 and 100 percent sufficient is considered to be in tolerable to excellent condition. This category includes 2,386 miles of rural primary highway or 51 percent of the system.

The curve on the following page which illustrates the age of the rural primary system, indicates that approximately 214 miles of highway, that were in use as of December 31, 1967, are at least 40 years old. The same curve shows that 2,404 miles of highway, or about 51 percent of the total rural primary system, are now at least 25 years old.

ADJUSTED SUFFICIENCY RATINGS

AND

AGE OF RURAL PRIMARY SYSTEM



The curves shown on page 6 were plotted by accumulating the miles of rural Primary highway in each adjusted sufficiency category and the miles of highway in each age group. The two curves are quite similar.

The sharp break in the sufficiency curve, at about 45 percent, indicates that approximately 393 miles, or 8 percent, of rural Primary highways located in all sections of the State are in a critical category and should probably be constructed immediately, if funds are available. These sections are shown in red on the State Map on page 7. The next noticeable break in the sufficiency curve occurs at about 60 percent. There are approximately 2,941 miles of rural primary highway that are 60 percent or less sufficient and 1,943 miles that are rated between 46 and 60 percent. It has been assumed that the 1,943 miles, or 41 percent, of rural primary highways rated between 46 and 60 percent sufficient are approaching obsolescence and probably should be improved within the next 5 to 10 years. The approximate location of this mileage is also shown on the State Map on page 7. Mileage rated between 61 and 100 percent sufficient is considered to be in tolerable to excellent condition. This category includes 2,386 miles of rural primary highways or 51 percent of the system.

The curve on page 6 which illustrates the age of the rural primary system, indicates that approximately 214 miles of highway, that were in use as of December 31, 1967, are at least 40 years old. The same curve shows that 2,404 miles of highway, or about 51 percent of the total rural primary system, are now at least 25 years old.

Sufficiency ratings have been tabulated on a statewide basis by routes, and, financial districts by rural federal aid routes. Urban Deficiency Ratings have been prepared by Federal Aid Routes and City. Sample listings of these tabulations are shown on the following three pages.

ROUTE	MILE POST	BUILT YEAR	FINANCIAL DISTRICT	COUNTY	BEGINNING SECTION	SECTION LENGTH	SURFACE WIDTH	TOTAL WIDTH	AVERAGE ADT	DESIGN HOUR VOLUME	HOURLY SERVICE VOLUME	T	SURFACE			CAPACITY	TOTAL
1	108.4	49	49	1	FLATHD	12.9 W KALISPELL	6.9	7	24	28	1030	140	494	2	15	8	3	30	18
1	113.3	49	51	1	FLATHD	6.0 W KALISPELL	5.0	7	24	30	1700	200	452	5	16	8	2	30	31
1	124.1	67	67	1	FLATHD	KALISPELL U L	.5	8	24	36	2370	350	679	10	30	10	20	20	90
1	124.6	48	50	1	FLATHD	0.7 E KALISPELL	3.6	7	24	30	2370	350	748	5	12	8	1	30	56
1	128.3	34	51	1	FLATHD	JCT FAP RTE 52	10.1	7	22	26	2079	330	428	3	12	8	4	21	48
1	138.4	34	51	1	FLATHD	JCT FAP RTE 38	1.7	7	22	26	2870	530	296	4	13	8	1	0	26
1	140.0	29	55	1	FLATHD	1.7 E FAP 38	2.4	7	24	30	2870	530	558	10	19	10	0	10	55
1	142.5	31	34	1	FLATHD	1.0 W HUNGRY HORSE	10.9	7	22	26	2772	520	464	0	12	5	0	11	24
1	153.3	48	49	1	FLATHD	JCT W GLACIER SPUR	3.2	8	24	28	583	110	448	6	17	7	3	30	63
1	156.6	65	65	1	FLATHD	3.2 E WEST GLACIER	.5	7	24	28	583	110	475	10	30	10	0	30	80
1	157.1	48	49	1	FLATHD	3.7 E WEST GLACIER	2.3	8	24	28	583	110	593	8	16	7	2	30	63
1	159.5	49	59	1	FLATHD	6.0 E WEST GLACIER	5.2	8	24	28	541	100	643	8	17	8	2	30	65
1	164.7	67	67	1	FLATHD	11.2 E WEST GLAC	1.5	8	24	30	541	100	442	10	30	10	3	80	83
1	166.2	57	59	1	FLATHD	12.7 E WEST GLAC	4.9	8	24	32	541	100	289	10	25	10	1	80	76
1	171.1	66	66	1	FLATHD	25.6 W GLACIER CO	6.5	8	24	32	500	90	428	10	30	10	20	30	100
1	177.6		0	1	FLATHD	19.1 W GLACIER CO	2.7				UNDER CONSTRUCTION								
1	180.6	33	35	1	FLATHD	16.2 W GLACIER CO	3.6	7	20	24	500	90	236	0	6	3	0	30	31
1	184.2	67	67	1	FLATHD	12.6 W GLACIER CO	12.3	8	24	32	500	90	333	10	20	10	12	30	91
1	196.5	52	53	1	FLATHD	0.6 W GLACIER CO	.6	8	24	28	503	90	619	5	15	10	0	30	60

ROUTE	BEGINNING MILE POST				COUNTY	DESCRIPTION OF SECTION	SECTION LENGTH		SURFACE		AVERAGE DAILY TRAFFIC	DESIGN HOUR VOLUME	HOURLY SERVICE VOLUME	FOUNDATION		DRAINAGE	SAFETY			
1	.0	54	55	1	LINCLN	IDAHO LINE	3.8	8	24	30	650	90	238	8	18	9	3	30	60	59
1	3.7	49	51	1	LINCLN	JCT FAS RTE 508	3.2	8	22	30	668	90	323	6	14	8	0	30	50	51
1	7.0	47	51	1	LINCLN	3.2 E FAS 508	7.0	8	22	30	1472	210	415	7	14	8	7	30	65	61
1	15.3	37	38	1	LINCLN	TROY	1.7	7	24	26	1439	200	456	0	15	5	0	30	50	46
1	16.9	34	38	1	LINCLN	JCT FAS RTE 202	4.6	7	22	24	1277	170	272	0	12	3	1	30	43	39
1	21.5	37	39	1	LINCLN	4.6 E FAS 202	5.9	5	22	26	1277	170	480	0	11	4	0	30	45	42
1	25.4	38	43	1	LINCLN	6.4 N LIBBY	6.4	7	22	24	1639	210	479	0	11	3	0	30	44	39
1	33.0	35	48	1	LINCLN	LIBBY	2.7	7	24	30	4573	590	622	0	11	7	1	30	55	53
1	35.7	36	38	1	LINCLN	JCT FAS RTE 482	8.5	7	22	24	983	130	526	0	10	7	1	30	48	46
1	44.3	36	39	1	LINCLN	8.5 E FAS 482	5.0	7	22	24	777	100	451	0	12	5	1	30	48	44
1	49.2	35	39	1	LINCLN	13.5 E FAS 482	6.9	7	22	24	777	100	523	0	10	4	2	30	48	45
1	56.1	38	40	1	LINCLN	20.4 E FAS 482	8.7	7	22	26	735	100	340	0	13	6	5	30	54	55
1	64.6	41	43	1	LINCLN	15.5 N FLATHEAD CO	6.8	7	22	28	700	100	341	3	13	7	1	30	59	58
1	71.6	37	40	1	LINCLN	8.7 N FLATHEAD CO	6.6	7	22	26	700	100	510	0	10	5	1	30	48	47
1	78.2	37	40	1	LINCLN	2.1 N FLATHEAD CO	2.1	7	22	26	680	90	238	0	10	6	2	30	48	47
1	80.3	52	52	1	FLATHD	FLATHEAD CO LINE	9.2	7	24	30	823	110	548	2	15	7	4	30	58	58
1	89.5	36	50	1	FLATHD	9.2 E FLATHEAD CO	9.8	7	22	26	870	110	450	0	9	6	1	30	46	45
1	99.3	47	47	1	FLATHD	MARION	3.8	7	24	26	899	120	560	0	12	7	2	30	61	60
1	103.1	40	50	1	FLATHD	3.8 E MARION	3.3	7	22	24	899	120	422	0	10	8	0	30	48	47

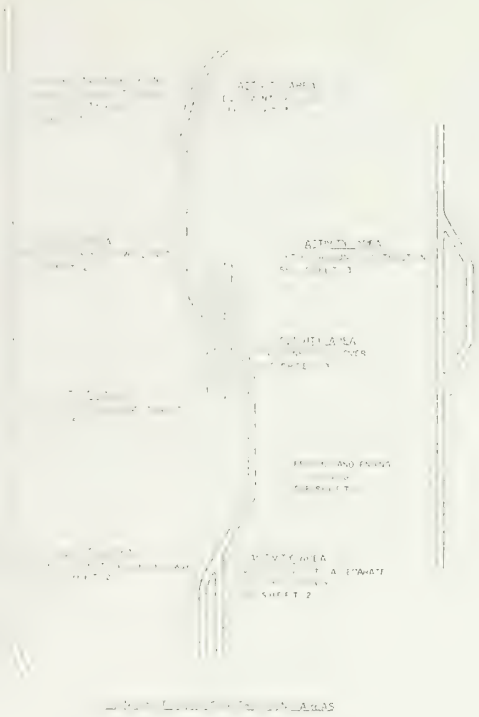
1. GRAVEL
2. BLADED
3. GRADED AND DRAINED
5. BITUMINOUS SURFACE TREATMENT
6. BITUMINOUS PENETRATION

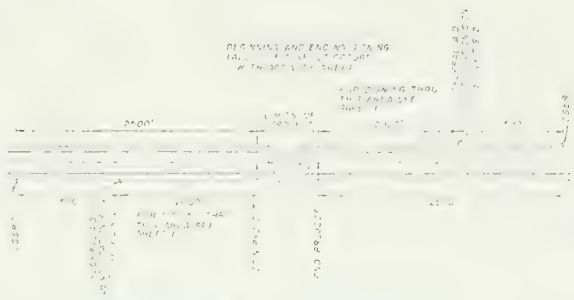
FEDERAL PROJECT	BEGINNING MILE POST	YEAR SURVEY	YEAR LAST IMPROVED	DISTRICT	COUNTY	BEGINNING OF SECTION	SECTION LENGTH	SURFACE TYPE	WIDTH SURFACE	WIDTH ROADWAY	AVERAGE DAILY TRAFFIC	DESIGN HOUR VOLUME	HOURLY SERVICE VOLUME	FOUNDATION	SURFACE	DRAINAGE	SAFETY	CAPACITY			
5	128.0	34	36	1	FLATHD	WHITEFISH	6.4	7	22	24	1300	190	140	0	11	4	0	4	2	1	5
1	138.4	34	51	1	FLATHD	JCT FAP RTE 38	1.7	7	22	26	2870	530	296	4	13	8	1	0			
1	142.5	31	34	1	FLATHD	1.0 W HUNGRY HORSE	10.9	7	22	26	2772	520	464	0	12	5	0	11	2	2	
1	33.0	35	48	1	LINCLN	LIBBY	2.7	7	24	30	4573	590	622	0	11	7	1	16	3	2	
52	28.3	36	39	1	FLATHD	FLATHEAD CO	2.0	7	22	24	1350	200	169	0	12	5	0	9	2		
52	26.3	38	39	1	LAKE	2.0 S FLATHEAD CO	2.0	7	22	24	1235	180	160	0	12	5	0	11	2	2	
5	59.0	58	58	1	LAKE	JCT FAP 52	1.3	8	24	40	3805	530	340	10	22	10	0	0	4	3	
52	.0	40	50	1	LAKE	JCT FAP RTE 5	7.1	5	22	26	1764	260	210	6	14	7	0	7	3	1	
5	52.6	24	34	1	LAKE	PABLO	1.1	7	20	24	2510	370	576	0	9	5	0	2	4	3	
28	4.5	39	39	1	FLATHD	JCT FAS RTE 206	1.9	7	24	28	3333	460	503	3	13	8	0	17	4	3	
5	47.5	33	33	1	LAKE	RONAN	5.1	7	22	24	2670	370	617	0	10	5	0	27	4	3	2
52	32.2	22	49	1	FLATHD	1.7 S FAS 208	1.7	7	22	24	1571	230	303	0	10	6	0	22	5	3	
5	46.1	33	33	1	LAKE	0.4 S RONAN	.4	7	22	24	2611	370	731	0	8	5	0	29	4	3	
38	2.2	39	39	1	FLATHD	2.2 E FAP 5	2.3	7	22	28	1606	230	249	3	11	8	0	17	4	3	
52	30.3	22	49	1	FLATHD	2.0 N FLATHEAD CO	2.0	7	24	28	1350	200	176	4	14	10	1	11	4	3	
38	7.4	37	37	1	FLATHD	COLUMBIA FALLS	1.6	7	22	28	2396	330	461	3	13	7	0	23	4	3	
1	16.9	34	38	1	LINCLN	JCT FAS RTE 202	4.6	7	22	24	1277	170	272	0	12	3	1	2	4	3	
1	25.4	38	48	1	LINCLN	6.4 W LIBBY	6.4	7	22	24	1639	210	479	0	11	3	0	30	4	3	
5	104.2	49	61	1	FLATHD	JCT FAS 208	5.9	8	24	40	4214	590	383	10	26	10	5	0	5	3	2

	MILE POST	BUILT	IMPROVED								TRAFFIC	DESIGN HOUR VOLUME	HOURLY SERVICE	FOUNDATION	SURFACE				
1	128.3	34	51	1	FLATHD	JCT FAP RTE 52	10.1	7	22	26	2079	330	428	3	12	8	4	21	48
1	21.5	37	39	1	LINCLN	4.6 E FAS 202	3.9	5	22	26	1277	170	480	0	11	4	0	30	48
1	180.6	33	35	1	FLATHD	16.2 W GLACIER CO	3.6	7	20	24	500	90	236	0	6	3	0	30	39
5	79.3	30	32	1	LAKE	1.8 N JCT FAP 36	8.5	7	20	24	893	130	283	0	9	5	0	30	44
5	87.9	31	33	1	LAKE	ROLLINS	4.9	7	22	24	975	150	303	0	12	4	0	30	45
33	55.3	22	61	1	LINCLN	3.1 S REXFORD	3.1	5	18	18	300	40	358	0	6	2	0	30	30
1	13.3	37	38	1	LINCLN	TROY	1.7	7	24	26	1439	200	456	0	15	5	0	30	50
1	89.5	36	50	1	FLATHD	9.2 E FLATHEAD CO	9.8	7	22	26	870	110	450	0	9	6	1	30	46
1	35.7	36	38	1	LINCLN	JCT FAS RTE 482	8.5	7	22	24	983	130	526	0	10	7	1	30	48
1	49.2	35	39	1	LINCLN	13.5 E FAS 482	6.9	7	22	24	777	100	526	0	10	4	2	30	46
1	140.0	29	55	1	FLATHD	1.7 E FAP 38	2.4	7	24	30	2870	530	558	10	19	10	0	16	51
5	35.0	50	50	1	LAKE	2.3 N ST IGNATIUS	6.1	8	24	32	2030	300	503	5	12	8	1	27	51
1	71.6	37	40	1	LINCLN	8.7 W FLATHEAD CO	6.6	7	22	26	700	100	510	0	10	5	1	30	46
1	103.1	40	50	1	FLATHD	3.8 E MARION	3.3	7	22	24	899	120	422	0	10	8	0	30	48
1	124.6	30	50	1	FLATHD	0.7 E KALISPELL	3.6	7	24	30	2370	350	748	5	12	8	1	30	50
5	159.5	31	36	1	LINCLN	STRYKER	8.7	7	22	24	555	80	140	0	12	4	0	27	44
5	168.3	33	36	1	LINCLN	FORTINE	9.7	7	22	24	590	90	422	0	10	5	0	30	45
38	.0	60	60	1	FLATHD	JCT FAP RTE 5	.3	8	24	36	1670	230	188	10	23	10	0	6	53
38	.3	39	39	1	FLATHD	0.3 E FAP 5	1.9	7	24	28	1670	230	427	3	13	8	0	28	53

ROUTE				CITY OR TOWN AREA	SECTION LENGTH																		
						NO. L.			SURFACE				SURFACE			BASE	EXCESS GRADES	EXCESS CURVES	SIGHT DISTANCE				
1	2794	2800	2	SHELBY	.15	2	24	31	30	12	01545	24	44	30	12	000	000	000	050	000	030	3.0	
1	2794	3217	2	CHESTER	.64	2	24	40	30	10	01424	24	44	30	12	000	000	000	200	225	000	[illegible]	
1	2794	3223	2	CHESTER	.21	2	20	24	25	05	00853	24	44	30	12	000	000	024	233	250	041	5.2	
1	2794	3477	2	HINGHAM	.30	2	24	32	30	12	01051	24	44	30	12	000	000	000	000	000	027	[illegible]	
1	3791	3814	2	HAVRE	.09	2	24	40	20	12	04298	24	44	30	12	000	000	000	170	100	000	[illegible]	
1	3791	3815	2	HAVRE	.61	2	24	40	20	12	07400	48	68	30	12	000	000	000	235	100	041	37.0	2
1	3791	3821	2	HAVRE	.35	2	24	44	30	06	00374	48	68	30	12	000	000	000	200	200	035	43.1	5
1	3791	3825	2	HAVRE	.14	2	24	44	20	10	11084	48	68	30	12	000	000	000	235	125	035	3[illegible]	0
1	3791	3826	2	HAVRE	.15	2	24	44	20	08	07884	24	44	30	12	000	000	000	100	100	000	10.0	
1	3791	3830	2	HAVRE	.48	2	24	30	25	12	04487	24	44	30	12	000	000	000	050	000	039	3.2	
1	3791	4035	2	CHINOOK	.50	2	24	34	25	07	03500	24	44	30	12	000	000	000	130	175	033	32.8	
1	3791	4247	2	HARLEM	.08	2	24	40	30	12	01087	24	44	30	12	000	000	000	000	000	009	[illegible]	0
1	3791	4538	3	DODSON	.78	2	24	30	20	06	01200	24	44	30	12	000	000	000	170	200	032	46.2	
1	3791	4717	3	MALTA	.08	2	24	42	20	12	01901	24	44	30	12	000	000	000	170	100	005	27.5	
1	4718	4718	3	MALTA	.11	2	24	30	20	08	02094	24	44	30	12	000	000	000	170	175	032	37.7	
1	4718	4719	3	MALTA	.39	2	24	44	30	12	01384	24	44	30	12	000	000	000	000	000	000	.0	
1	4718	4723	3	MALTA	.08	2	24	40	30	12	01246	24	44	30	12	000	000	000	000	000	009	.9	
1	4718	4989	3	SACO	.10	2	24	32	25	08	01200	24	44	30	12	000	000	000	130	175	027	13.1	
1	4718	4991	3	SACO	.74	2	24	28	20	12	01550	24	44	30	12	000	000	000	170	100	038	30.0	

		SEC			SECTIO																		
1	-	139	1	TROY	1.32	2	24	30	25	06	02268	24	44	30	12	000	000	000	130	200	032	6.2	
1		323	1	LIBBY	.19	2	24	40	20	07	06729	48	68	30	12	000	000	000	235	175	041	[illegible]	
1	325	325	1	LIBBY	.74	2	24	40	30	08	07423	48	68	30	12	000	000	000	200	175	041	[illegible]	
1	325	1193	1	KALISPELL	.38	2	24	24	20	12	01992	24	44	30	12	000	000	000	130	000	046	[illegible]	
1	325	1196	1	KALISPELL	.69	4	48	68	30	12	04523	48	68	30	12	000	000	000	000	000	000	.0	.0
1	325	1204	1	KALISPELL	.50	4	45	45	30	12	07620	48	68	30	12	000	000	000	019	000	034	5.3	
1	1209	1209	1	KALISPELL	.56	4	45	45	30	12	14694	48	68	30	12	000	000	000	019	000	034	5.3	.0
1	1209	1214	1	KALISPELL	.23	4	52	52	30	12	10543	52	68	30	12	000	000	000	000	000	024	2.4	
1	1209	1216	1	KALISPELL	.69	4	66	66	30	12	10543	48	68	30	12	000	000	000	000	000	003	.3	
1	1209	1223	1	KALISPELL	.59	4	64	64	30	12	10543	48	68	30	12	000	000	000	000	000	006	.6	
1	1209	1229	1	KALISPELL	1.16	2	24	44	30	12	10543	24	44	30	12	000	000	000	000	000	000	.0	
1	2240	2545	2	CUT BANK	.05	2	36	42	25	10	02301	36	44	30	12	000	100	093	050	050	005	2.0	
1	2240	2546	2	CUT BANK	.29	2	60	60	25	10	04771	60	60	30	12	000	000	000	050	050	000	10.0	
1	2240	2549	2	CUT BANK	.60	2	50	50	25	10	06879	50	68	30	12	000	000	000	050	050	026	12.6	
1	2240	2555	2	CUT BANK	.09	2	24	44	30	12	02233	48	68	30	12	000	000	000	130	000	035	10.5	
1	2784	2792	2	SHELBY	.20	2	57	60	25	12	04675	57	60	30	12	000	000	000	050	000	000	5.0	
1	2794	2794	2	SHELBY	.27	2	52	52	25	12	04976	52	52	30	12	000	000	000	050	000	000	5.0	.01
1	2794	2797	2	SHELBY	.06	2	24	44	25	12	03931	24	44	30	12	000	000	000	050	000	000	5.0	.00
1	2794	2798	2	SHELBY	.18	2	24	31	25	12	02688	24	44	30	12	000	000	000	050	000	000	5.0	.01

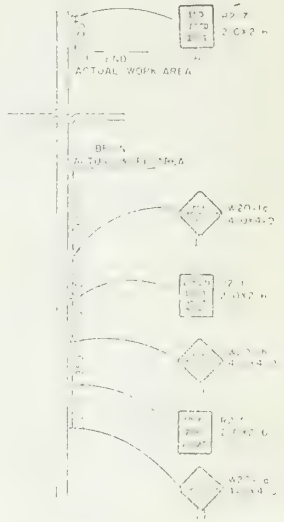




SIGNS OF TYPICAL CONSTRUCTION PROJECT

GENERAL NOTES

1. NO CONSTRUCTION SHALL COMMENCE UNTIL ALL SIGNS ARE IN PLACE AND APPROVED BY THE ENGINEER.
2. ALL SIGNS AND BARRICADES REQUIRED FOR A PARTICULAR PROJECT SHALL BE ERECTED BEFORE ANY WORK IS STARTED AND SHALL BE MAINTAINED IN GOOD CONDITION AND LOCATION THROUGHOUT THE CONSTRUCTION PERIOD.
3. [illegible]
4. [illegible]
5. EACH SIGN SHALL BE SUPPORTED BY TWO WOOD POSTS OF SUFFICIENT STRENGTH AND SIZE TO HOLD THE SIGN RIGID AND FREE FROM VIBRATION IN THE WIND. THE POSTS SHALL BE SET PLUMB AND SHALL BE FIRMLY EMBEDDED IN THE GROUND. THE SIGNS SHALL BE ATTACHED TO THE POSTS IN A MANNER APPROVED BY THE ENGINEER.
6. ALL SIGNS SHALL BE PAINTED WITH AT LEAST TWO COATS OF PAINT. THE BACKGROUND SHALL BE ORANGE AND THE LETTERING AND BORDER SHALL BE BLACK.
7. EACH SIGN SHALL BE PLACED AT THE LOCATION DESIGNATED BY THE ENGINEER AND SHALL BE MAINTAINED IN GOOD CONDITION AT ALL TIMES.
8. THE DETERMINATION OF THE APPROPRIATE SIGN REQUIRED, AND WHERE FOR A PARTICULAR SITUATION, SHALL BE MADE BY THE ENGINEER.
9. [illegible]
10. [illegible]



ACTUAL WORK AREA

THESE SIGNS WILL BE MOVED AS REQUIRED BY THE ENGINEER. FOR TABLE OF SIGNS SEE SHEET 5

CONSTRUCTION AREA
BEGINNING AND ENDING SIGNING

STATE OF MONTANA
STATE HIGHWAY COMMISSION

CONSTRUCTION SIGNING
STANDARDS

DRAWING NO. 1

APPENDIX C

SKID RESISTANCE RESEARCH

A BPR skid resistance testing apparatus was brought to Montana for a two week period, beginning June 17, 1968. During those two weeks, only eight (8) days were spent testing, due to a malfunction of the equipment, which took nearly three days to repair. In those eight days, 1,700 miles of our Interstate, Primary and Secondary System, as well as nearly 1,000 miles of Forest Highway, were tested.

An example of the quality of testing that the machine does, might be shown through the results on a stretch of new secondary that had been paint-striped about a month before we tested. The driving lane of the highway showed an average skid number of 57, while on the paint stripe, it tested at 36. (The skid number is the friction factor times 100, or the resistance to skid on a 100 lb. object.)

Three items that should be mentioned in particular are: (1) F 158 (9), near Teery - a road mix pavement with a chip seal tested in a range of 22 f.f. 32 with an average friction factor of 27. (2) I 94-4 (5) is of asphaltic concrete and tested in a range of 59 f.f. 66. The surface was very coursely textured and appeared as though it may be weathering. (3) F 115 and F 115(4) near Harlowton are asphaltic concrete, 1 and 3 years old. The friction factor is in range of 51 f.f. 60 on wheel tracks, and 66 f.f. 72 outside the wheel tracks. This is of significance in the wearability of the surface.

The average statewide friction factor of concrete pavement was 49, compared to a statewide average of 60 for asphaltic concrete.

With this information, you may be able to compare the various projects in your area and determine what properties are providing the best road surfacing.

If you would like more information on any of the projects, we will do all we can to provide it.

Eugene W. Stottler, P. E.
Construction Engineer

TRAFFIC CONTROL DEVICES

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES:

Selected References

13 - TRAFFIC CONTROL DEVICES

PURPOSE

"To assure the full and proper application of modern Traffic Engineering practice and uniform standards for traffic control devices in reducing the likelihood and severity of traffic accidents." (Vol. 13, Highway Safety Program Manual, Traffic Control Devices)

PRESENT STATUS

A. Identification of Needs

There is a program and methods for identifying needs. The primary types of information used for this purpose include accident data, traffic flow data and road data. Some of the sources of this data are:

- Sufficiency Rating, Montana Primary Highways
- Traffic by Sections on the Federal Aid Highway System
- Summary of Fatal Accidents on Montana Streets and Highways
- Accident Report on Montana's Rural Primary Highway System
- Highway Patrol Annual Report
- Written and Verbal Reports from Highway Patrolmen
- Written and Verbal Reports from District Engineers

Once a potential location has been identified, the Traffic Engineer's Office must then research the location using appropriate techniques and data collection methods of Traffic Engineering at its disposal.

For example:

- Speed Studies
- Delay Studies
- Human Factors Analyses using Human Factors Engineering data relative to the driver's vision, hearing, perception, response time, etc.
- Accident Data
- Gap Studies
- Traffic Data

The status of the Montana program for identifying needs for traffic control devices is:

(1) Primary and secondary highways are being studied; all of these highways will have devices upgraded by 1972.

(2) An estimate of the needed improvements in devices on interstate highways will be completed by 1970.

(3) When projects pass through city limits, agreements are reached with the city for the installation of traffic control devices.

(4) Transportation studies of the larger cities of Butte, Billings, Great Falls, Helena, and Missoula have identified needs and deficiencies only on the primary highway system.

(5) The "TOPICS" (Traffic Operation Program to Increase Capacity and Safety) program has begun in Montana, and it is under the Planning Survey Section. This program will assist in the identification of needs.

(6) A photographic inventory of all primary highways has been initiated, and it will also aid in this task.

(7) Signing, pavement marking, and delineation needs are reviewed yearly by the maintenance supervisor.

B. Upgrade existing Devices

(1) Montana has adopted the Manual for Traffic Control Devices. At the local level, State law also requires uniformity in com-

pliance with the Manual. (See sections 32-2135 and 32-2133 of Montana's Uniform Motor Vehicle Code) Montana abides by the standard changes as they are made.

(2) Montana has published its own manual on Pavement Markings. The manual is designed to supplement the Manual on Uniform Traffic Control Devices for Streets and Highways.

The decision to upgrade an existing traffic control device is similar to the problem of determining whether or not to install an entirely new traffic control device. An existing device is considered for upgrading when a substantial change in the traffic pattern is reported at the location of the device.

An automated or semi-automated inventory system of traffic control devices is needed. This inventory should be capable of providing rapid retrieval of data required in making analyses of traffic control devices and their locations (particularly for the identification of hazardous locations which may be improved through the installation of traffic control devices). This inventory should be updated as traffic control devices are installed or improved.

Montana's Traffic Control Device Inventory was completed in 1964.

- The inventory did not provide for updating and there has been much improvement since 1964
- The 1964 inventory did not use modern data processing techniques that provided for reasonably rapid retrieval of data. For a more complete discussion of this, see A Study of Traffic Control [illegible]

Other records that are kept include:

- Maintenance records, particularly if maintenance is on a time-programmed basis

- Summary compilations of before and after accident and traffic data at control device locations
- Records to aid in future resource allocation decisions

C. Install new devices as needed

(1) Traffic, accident, speed zone, pedestrian and other applicable studies are conducted to determine type and location of device.

(2) All signs and traffic control devices installed on a state system must be approved by the State Highway Commission.

(3) All signs and devices must meet standards set forth in the "Manual on Uniform Traffic Control Devices" which has been legally adopted.

D. Maintain and repair

(1) The Division Maintenance Supervisors make periodic inspections of all signs in their divisions and replace the non-serviceable signs.

(2) Montana Highway Commission has its own sign shop for fabricating, repair and maintenance of signs.

(3) State personnel are available to cities and towns for the inspection, and setting of electric signal devices.

The responsibility for maintaining Traffic Control Devices lies with the Maintenance Division of the Highway Department. Most

by State employees. Most of the electrical signal devices are maintained by local forces such as city maintenance crews and electrical contractors.

Some devices are inspected periodically to determine if they need repair or replacing. Other devices, such as pavement markings, are replaced as required. Most procedures are established; however, they have not as yet been documented in a published Maintenance Manual.

E. Establish Speed Zones

Montana has a "reasonable and prudent" daytime speed limit. The night speed limits are fixed at 55 mph on rural highways and 65 mph on completed portions of the interstate system. A speed limit of 25 mph for urban districts and a speed limit of 35 mph for all roads under construction or maintenance, is included in the Montana Motor Vehicle Code.

(1) All speed limits other than the above must be established by traffic and engineering investigations on all state highways.

(2) Speed zone investigations are made on projects passing through the limits of towns and cities.

(3) Speed zone investigations are conducted at the request of highway and police officials, governmental officials, or local citizens.

PROPOSED PROGRAM

The Traffic Control Device Program could be greatly enhanced by the establishment of Traffic Engineers at the district level. Some of the advantages of this program are:

- More specialized knowledge by the Traffic Engineers of their district
- A more effective maintenance program for Traffic Control Devices because there would be Traffic Control Device expertise at the district level
- More cooperative programs with political sub-divisions due to increased communications and the availability and accessibility of expertise

This program would require six (6) Traffic Engineers, one in each district.

Increased Investigation by District Traffic Engineers of High Accident and Potentially Hazardous Locations Where Traffic Control Devices May Be Needed

Currently, Traffic Engineers at the Highway Department Headquarters perform this function, but there are not enough Traffic Engineers for the work load and the large area of Montana poses severe problems for Traffic Engeneers who are not located in the districts. Some Traffic Engineers Analyses require data collection spread over a considerable period of time again pointing to the locational advantage of District Traffic Engineers.

Increased Cooperative Programs with Political Sub-Divisions by District Traffic Engineers

Currently, Traffic Engineers at the Highway Department perform this function, but more of these services should be performed. The locational difficulties mentioned relative to increased investigation apply here, but there are additional social factors involved. The District Traffic Engineers, by taking up residence in the local communities, will establish lines of personal communications with the local City Engineers, Chiefs of Police, City Planners, and other responsible officials. Thus, there should be an increased likelihood of cooperative programs.

A Program to Use Montana's Photographic Inventory for the Traffic Control Device Program

Establish a program to inventory traffic control devices. The use of a photographic inventory will aid in reducing the necessary labor in working this required inventory. A procedure should be established for keeping this inventory current.

Preparation of a State Manual on Traffic Control Devices

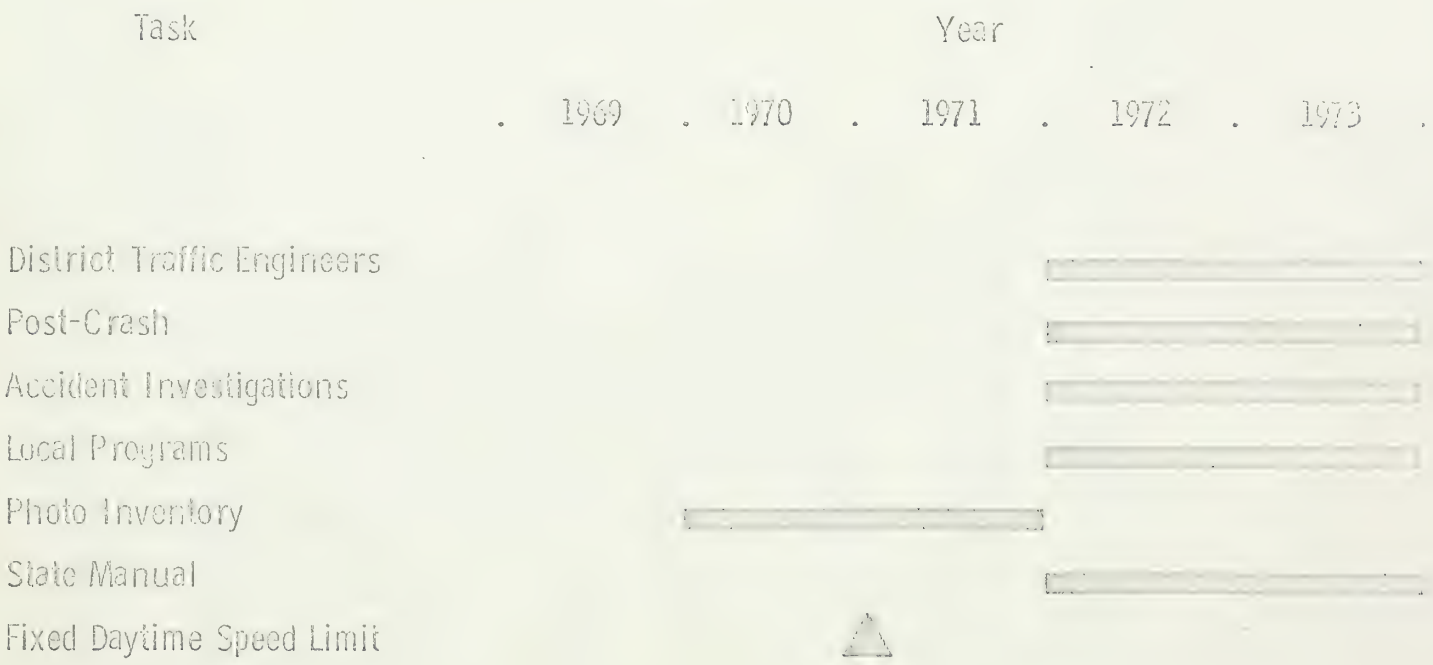
Montana plans to publish its own manual on Traffic Control Devices. The manual will be based on the National Uniform Manual with changes deemed suitable to the particular characteristics of Montana.

Recommendation to the Legislature of a Fixed Daytime Speed Limit

During the 1969 meeting of the State Legislature, the State Highway Engineer, L. M. Chittim, recommended to the Legislature a fixed daytime maximum speed limit. It is the intention of Mr. Chittim to again make this recommendation when the Legislature meets in 1971.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 13.0 Traffic Control Devices



ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

13. TRAFFIC CONTROL DEVICES

	IN EFFECT	IN PLAN
Method to Identify Needs	X	
Method for Developing Program for Maintaining, Upgrading and Installing Devices	X	
Upgrade Existing Devices to FHWA Standards		
New Devices Installed Based on Studies		
Program for Preventive Maintenance	X	
Speed Zones Established	X	X
Program Periodically Reviewed		X

REFERENCES

1. A Study of Traffic Control Devices in Montana, conducted by the Traffic Engineers Office, Montana State Highway Commission in cooperation with the U. S. Department of Commerce, Bureau of Public Roads, July 1, 1965

2. Pavement Markings, Montana State Highway Commission, May 1, 1965, Revised July 1, 1968

3. Approach Standards for Montana Highways, Montana Highway Commission, 1969

4. Sufficiency Rating, Montana Primary Highways, prepared by the Montana Highway Commission, Planning Survey Section, in cooperation with the U. S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads

5. Traffic by Sections of the Federal Aid Highway Systems, Montana, 1967, prepared by the Montana State Highway Commission in cooperation with the U. S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads

6. Summary of Fatal Accidents on Montana Streets and Highways, 1967.

7. Accident Report on Montana's Rural Primary Highway System, 1968, prepared by the Montana Highway Commission Planning Survey Section in cooperation with the U. S. Department of Transportation Federal Highway Administration, Bureau of Public Roads

8. Manual on Uniform Traffic Control Devices

PRELIMINARY ESTIMATED COSTS
(Thousands of Dollars)

TRAFFIC CONTROL DEVICES

	1971	1972	1973	1974
District Traffic Engineers**		60	60	60
Post-crash				
Accident Investigations				
Local Programs				
Photo Inventory				
State Manual**		10	10	
Fixed Daytime Speed Limit*		50		
		120	70	60

* Construction of speed zone signing pending legislative action.
(Could probably be funded with Federal Aid Construction Funds)

** Would probably be accomplished as budgeted items as staff functions.

PEDESTRIAN SAFETY

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDICES

1968 PEDESTRIAN SAFETY INVENTORY

PEDESTRIAN SAFETY

PURPOSE

"To emphasize the need to recognize pedestrian safety as an integral, constant and important element in community planning and all aspects of highway transportation, and to insure a continuing program to improve such safety by each state and its political sub-divisions." (Vol. 14, Highway Safety Program Manual, Pedestrian Safety).

PRESENT STATUS

A. Introduction

The State of Montana has 56 counties and 807 school districts. It should be noted that Montana has only two cities whose population exceeds 30,000. These are the cities of Great Falls (55,000) and Billings (55,000). Both of these cities employ full time resident traffic engineers. The remainder of the traffic engineering studies in the State are performed by the Montana Highway Department.

The following data elements describe in detail the present status of the Montana Pedestrian Safety program.

B. Accident Records

1. Data relating to pedestrian-vehicular accidents are presently identified in the data storage systems.
2. Accident summaries and tabulation of such accidents provides data on the -
   (a) Time & Location of Pedestrian Accidents
   (b) Ages of Pedestrian Casualties
3. The extent to which alcohol is present in the blood of fatally injured pedestrians sixteen (16) years of age and over is present in exactly 23% of the fatalities.

4. The extent to which physical or mental disabilities have played a factor in pedestrian-involved accidents in Montana is as follows:

Age	No. of Positive Determinations
10-14	14
15-19	3
20-24	2
25-44	4
45-64	14
65 & over	7

The above factors were brought out as a result of Highway Patrol accident investigation follow-ups and at hearings regarding pedestrian involved accidents.

5. Montana pedestrian accident reports require the recording of color of clothing worn by pedestrians killed or injured, but do not require information or judgments to be made concerning environmental factors. Experienced officers in the Highway Patrol believe, however, that environmental factors play a significant role in the pedestrian vehicle conflict.

A statistical breakdown of pedestrian involved accidents is presented in Sections A & B of Appendix A at the end of this section.

C. Reduction of the Pedestrian-Vehicle Conflict

1. The Manual of Uniform Traffic Control Devices is employed throughout the state. Section 13 details the State of Montana's status on the applicable standard area "Traffic Control Devices."

2. Currently, an inventory of traffic control devices is only done upon request from a political sub-division by the

Highway Department. No regular inventory is conducted on a state-wide basis.

3. No pedestrian control needs study has been conducted during the past year in Montana.
4. During the past year, six (6) jurisdictions have had surveys performed on traffic control devices and on pedestrian control needs.
5. No local ordinances currently require sidewalks in their subdivisions.
6. Great Falls and Billings require review by their local traffic engineering staffs of plans for new buildings and parking lots.
7. There are pedestrian overpasses/underpasses in use in the state for other than freeway and expressway crossings.
8. Currently, there are no studies at the state or local level being conducted to develop a means of eliminating or reducing the pedestrian vehicle confliction.
9. There is no state policy to separate the pedestrian from vehicular traffic by the installation of sidewalks on arterial streets or through the construction of structures at intersections. However, pedestrian traffic signals are in widespread use at intersections throughout the populated areas of the State.

D. Accident Avoidance

1. New lighting improvements to protect pedestrians are being developed on a cooperative basis between the local agencies and the State Highway Department.
2. Planned and liberal use of signing has been instituted by State and local agencies as an advanced warning device for drivers approaching pedestrian crossings.

3. All high school districts include pedestrian safety as a part of their driver education program. However, in most of Montana, such is minimal.

4. Billings is the only jurisdiction in the state which currently has a pedestrian-driver improvment school utilizing trained instructors. Their school is conducted by the police department under the auspices of the traffic court.

5. The Highway Patrol has conducted a program emphasizing the particular hazards that the elderly pedestrian presents to the driver. The program used includes films, other visual aids, pamphlets, and talks to local interest groups and school children of licensing age. The Highway Patrol has provided the opportunity to receive "pedestrian safety" training. A pedestrian safety program has begun for the school age child emphasizing walking and playing safely.

E. Public Education

This section describes the current status of pedestrian safety education both formally through the public school system and informally through the efforts of law enforcement organization in the state of Montana.

The following is a breakdown by school district (including private schools) of the number including pedestrain safety as a part of their curricula:

a. Kindergarten & elementary school - 2

b. Junior high school - 2

c. Senior high schools - 135 (or part of Driver Education Program)

d. Nursery schools - 0

The Montana Highway Patrol prepares and disseminates weekly press releases on activities related to pedestrian safety to the local press, radio, and television services.

F. Child Protection

1. There are no local pedestrian safety programs providing protection of pre-school and elementary school children while at neighborhood play.
2. Six school districts have a program of local cooperation with other agencies to develop a system of school routes for pedestrian use outside of the immediate school vicinity.
3. Thirty-four school districts use only school safety patrols. Twelve school districts use only civilian crossing guards. Twelve school districts use a combination of safety patrol and crossing guards.
4. Over 95% of the school bus routes in Montana are on the open highway.

G. Vehicular Pedestrian Rights & Duties

1. State laws are currently in effect which define the rights and duties of pedestrians as well as the rights and duties of drivers with respect to pedestrians. There is also legislation which enables local jurisdictions to adopt new laws by reference. The provision of these laws are comparable to the Uniform Vehicle Code, excepting that there is no law in effect prohibiting pedestrians from the Interstate highway system. Approximately 30 jurisdictions have adopted these laws by reference.
2. There are approximately 250 local police departments in the state of Montana. Six of these departments provide recruit and in-service training in pedestrian safety for police officers. Additionally, these six departments use the "selective enforcement technique" based on accident data and traffic information for pedestrian enforcement.

Appendix A presents a description of the 1968 Pedestrain Safety Program in the State of Montana.

PROPOSED PLAN

In order to implement this standard the State of Montana must consider the following:

1. A total state-wide survey of traffic control devices relevant to pedestrians.
2. A study to determine methods of improvement of the pedestrian safety program such items as: 100% check on the effects of alcohol, public education, more effective public information programs and neighborhood play area protection.
3. A state-wide pedestrian needs study.
4. More emphasis on pedestrian safety in school curricula.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 14.0 Pedestrian Safety

Task	Year				
	1969	1970	1971	1972	1973
Statewide Traffic Control Device Survey					
Statewide Pedestrian Needs Survey					
Emphasis on Pedestrian Safety in Driver Education Curriculum					

*shall be instituted during Fall Semester, 1970

		IV EFFECT	III
[illegible]		X	
	Location	X	
	Time	X	
	[illegible]	X	
	[illegible]		
	[illegible]		
	[illegible]	X	
	[illegible]	X	X
	Physical or Mental [illegible] Pedestrian Casualties	X	
[illegible]			X
	[illegible] Engineering Practices		X
	[illegible]		X
	[illegible]		X

	IN EFFECT	IN PLAN
Standards, Programs for Rehabilitation of Drivers With Pedestrian Problems		X
Emphasis on Behavior Characteristics of Three Types of Pedestrians Commonly Involved:		
Children		X
Persons Under Influence Alcohol		X
Elderly		X
Emphasis on Accident Avoidance Techniques		
Program Content Included in		
Driver Education Courses		X
Driver Improvement Courses		X
Driver License Examinations		X
Program for Educating Public on Safe Pedestrian Practices		
People Enrolled in Schools		X
General Public Through Public Media		X

	IN EFFECT	IN PLAN
Entering and Leaving School Buses		
Neighborhood Play		
Statewide Program for Traffic Regulations for Reducing Vehicle-Pedestrian Conflicts		
Establishment		
Enforcement		
Periodic Evaluation		X

PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

PEDESTRIAN SAFETY

	1971	1972	1973	1974
State-wide Traffic Control Device Survey				
State-wide Pedestrian Needs Survey				
Emphasis on Pedestrian Safety in Driver Education Curricula				

[1]Costs for work by existing staff or with equipment currently possessed by Montana are not included.

State MONTANA

1968 AAA Pedestrian Safety Inventory

(Based on 1967 Data)

Name Colonel Alex B. Simpson
(Official Submitting Report)

Title Chief, Montana Highway Patrol

RETURN TO:

Your Local AAA Club

717,000
(Est. 1967 Population)

486,284
(1967 motor vehicle registrations)

A. PEDESTRIAN DEATHS AND INJURIES

	1964	1965	1966	1967
1. Pedestrians killed in traffic	27	26	29	19
2. Pedestrians killed in traffic (rural only)	16	22	16	6
3. Pedestrians injured (non-fatal) in traffic	256	239	297	262
4. Pedestrians injured (non-fatal) in traffic (rural only)	41	33	46	49
5. Total persons killed in traffic (incl. ped.)	259	280	276	319
6. Total persons injured (non-fatal) in traffic (*)	5332	7203	7134	8034

IR	S	IR	S	IR	S	IR	S	IR	S	IR	S	IR	S

B. ACCIDENT RECORDS

7.	1967 Pedestrians Killed					1967 Pedestrians Injured						
Age												
1. [illegible]	2	0	2	2	0	10			23	7		
2. 5-9	1	0	1	2	0	32			30	32		
3. [illegible]	0	0	0	0	0	15			10	6		
4. 15-19	1	1	0	1	0	19			13	5		
5. 20-24	0	0	0	0	0	7			6	4		
6. 25-34	1	0	1	1	0	8			3	0		
7. 35-44	1	1	0	0	1	20			9	6		
8. 45-54	1	0	1	1	0	12			5	2		
9. 55-64	6	3	3	1	1	12			10	2		
10. 65-74	3	0	3	2	1	14			8	0		
11. 75 & over	3	2	1	2	1	7			2	5		
12. [illegible]						1			1	0		
Totals	19	5	12	13	4	239			125	79		

† 6 A.M. to 6 P.M. of the day [illegible]

8. PEDESTRIAN ACCIDENTS 1967	1967 Pedestrian Accidents	1966 Total	1966 Intersection	1967 Non-Intersection	1967 Total	1967 Intersection	1967 Non-Intersection
1. Car backing	172	15		15	157	38	134
2. Car turning right	4	1	1		3	1	2
3. Car turning left	23				23	21	2
4. Car backing	7	1		1			6
5. All others	1	1		1			
6. Not stated							
Totals	217	18	1	17	11		19

9. PEDESTRIAN ACTIVITY	Pedestrians Killed 1967	Total									
1. [illegible]		2									
2. [illegible]	6	6	6	7	3	1		10	10	11	1
3. [illegible]	9	7	21	39	3	2	2	3	2	2	
4. [illegible]		3		1				2			
5. [illegible]		8		5	6			3	3		
6. [illegible]	1						2		3		
7. [illegible]											
8. Other working in roadway											

C. LEGISLATION

1. Do your state pedestrian control laws conform to the Uniform Vehicle Code on the following:
   a. Permit cities to enact and enforce pedestrian control legislation? ..... Yes ☒ No ☐
   b. Require drivers' actions when overtaking and passing a school bus? ..... Yes ☐ No ☒
   c. Prohibit use of controlled-access roadways by pedestrians? ..... Yes ☒ No ☐
   d. Prohibit hitchhiking? ..... Yes ☐ No ☒
2. Has your state adopted enabling legislation giving the Governor power to do whatever is necessary on behalf of your state to secure full benefits under the National Highway Safety Act of 1966? ..... Yes ☐ No ☒

D. ENFORCEMENT

1. How many drivers were arrested by state enforcement officers for violating school bus regulations? 24
2. How many pedestrians were arrested by state enforcement officers for walking along expressways or freeways? 0

E. TRAFFIC ENGINEERING

1. Do your state agencies provide municipalities with traffic engineering assistance in the planning of pedestrian facilities? ..... Yes ☒ No ☐
   Total number of man-days of service provided ..... estimated 200
2. What percent of your signs, signals, and markings, relating to pedestrians, installed in 1967, conforms to the 1961 Manual on Uniform Traffic Control Devices for Streets and Highways? 100%
3. List the types of pedestrian facilities you provide for state highways:
   a. Pedestrian Grade Separations
   b. Pedestrian Malls (Central Area)
   c. Marked cross walks
   d. Lighted Intersections
   e. Signs - Pavement
   f. Signals

F. ORGANIZATION

1. Name of safety organization, such as Safety Council or Governor's Highway Safety Committee, actively functioning and serving your state: Governor's Highway Safety Committee
   This organization has representation from: business and industry ..... Yes ☒ No ☐
   State Government ..... Yes ☒ No ☐
   State-wide Organizations ..... Yes ☒ No ☐
2. Does this committee have a pedestrian safety subcommittee? ..... Yes ☐ No ☒
3. How many meetings were held during 1967 by this subcommittee ..... —

G. SCHOOL TRAFFIC SAFETY

1. Name and title of person in the State Department of Public Instruction supervising safety education in the schools:
   Jerry Lemon, Driver Education Supervisor
   Number of State Department persons devoting full time to safety education: 0
2. Is general safety education including traffic safety education required for all primary school teachers? ..... Yes ☐ No ☒
3. Number of courses in general safety education, including traffic safety, offered by colleges and universities in your state 4
4. What per cent of your public, private, and parochial high schools offer a minimum standard driver education program? ..... Public 55%
   Private and Parochial —

H. PUBLIC INFORMATION

1. What programs were carried out in 1967 to stimulate local communities to establish effective safety programs?
   Other safety programs conducted by the Governor's Highway Safety Committee:
   Pedestrian Safety Poster Contest
   Safety Essay Contest
   Safety Slogan Contest
   Safety Radio Spots
   Safety Television Spots
   Safety Newspaper Articles

POLICE [illegible]

PURPOSE

PRESENT STATUS

PROPOSED PLAN

IMPLEMENTATION SCHEDULE

APPENDIX

MONTANA HIGHWAY PATROL TRAINING OUTLINES SCHEDULE

MONTANA HIGHWAY PATROL OPERATIONS MANUAL (portion)

A. House Bill No. 281," An Act Amending Section 32-2114 R.C.M. 1947, Defining Street and Highway for the Purpose of the Uniform Act Regulating Traffic on Highways

B. House Bill No. 282," An Act Defining Public Highways for the Purpose of the Uniform Act Regulating Traffic on Highways..."

POLICE TRAFFIC SERVICES

PURPOSE

"To reduce deaths and injuries by improving police traffic services in all aspects of accident prevention programs and police traffic supervision, post accident procedures to aid crash victims, and to bring those responsible for accidents to justice."

PRESENT STATUS

The State of Montana believes that it complies almost completely with the Police Traffic Services Standard and is justifiably proud of the efforts of its state and local law enforcement agencies. A brief description of Montana's activities in this standard are presented in the following sections:

A. Recruit Training

1. A recruit is provided with 660 hours of classroom instruction prior to duty assignments. (A schedule of courses given is provided as Appendix A to this section.)
2. In the 1968 recruit training class, 92% successfully completed the course and are now members of the Highway Patrol.
3. Funding for recruit training is specifically budgeted for this activity.
4. The total amount of classroom hours for Highway Patrol recruits is devoted to traffic training programs (550 hours)
5. The training program includes all 13 areas recommended in Chapter V - Section 1, a of Volume 15. Police Traffic Services. (See Appendix for course description)
6. The instructors used by the patrol are all experienced members of the Patrol who have taught aspects of the training course for many years. All of these instructors are under the supervision of a professional training instructor.
7. All training facilites are considered adequate for Highway Patrol training.
8. Training aids are used extensively in the Highway Patrol training programs.

B. Advanced Training

1. All personnel concerned with traffic responsibilities will be offered advanced training in the following areas beginning August, 1969.
   a. Accident Investigation -- 10 hrs. annually
   b. Speed Measurement -- 2 hrs. annually
   c. Traffic Laws -- 24 hrs. annually
   d. Chemical Tests (Blood -- Undtermined at this time)
   The course content and hours allotted may vary from year to year.

2. If is expected that 100% of the Highway Patrol will participate in the above-described advanced training programs on a yearly training cycle.

3. Officers attended the following national academies:
   a. Northwestern Traffic Institute -- 7
   b. National Academy -- 1
   c. Northwestern Short Courses -- 15

4. In-service training, beginning August 1969, is expected to provide each man with forty (40) hours of advanced training yearly but many change from year to year. It is expected that every active member of the Highway Patrol will take this in-service training.

5. The materials to be provided in formal in-service training will be sufficient to keep new officers adequately informed of new laws, new equipment, current court decisions, etc.

6. Every supervisory official down to the rank of sergeant receives formal classroom training in techniques of personnel management and supervision.

7. Currently 5 officers have had formal training in the case of records for management purposes.

8. As of 20 June 1969, a trained records analysis officer has been added to the headquarters staff of the Highway Patrol.

9. Currently, the Highway Patrol traffic records staff is trained in the processing, analysis, and interpretation of traffic related data on a contractual basis. However, the Patrol itself will shortly provide its own in-house training.

10. The state of Montana operates the Montana Law Enforcement Academy providing advanced training for eligible local police offers.

C. [illegible]

1. The Highway Patrol has written procedures for determining the traffic supervision needs for its jurisdiction. Additionally, it has clearly defined objectives for police traffic services upon which operational planning can be based. The preceding [illegible] Operations

Manual, a portion of which is prescribed as Appendix B of this section.

2. Currently, the Montana Highway Department provides traffic counts on streets and highways to the Highway Patrol and local police departments.

3. Traffic violation counts are maintained on a Division level by this Highway Patrol using spot maps.

4. The Highway Patrol performs a continuing quantitative analysis of the effects of its operation upon accident frequency through random sampling.

5. The following factors are considered in developing assignment plans for personnel:

   - Traffic volume
   - Collision experience
   - Traffic Violation frequency
   - Emergency & Service needs
   - Time of Day
   - Day of Week
   - Location

D. Accident Investigation

1. General order 13-2 defines which accidents are to be reported and which are to be investigated. A copy of this order is presented as Appendix C.

2. Currently, the Highway Patrol has no formal Accident Investigation Units, but each patrolman has been given formal training in accident investigation procedure. The data derived from these accident investigation reports is used to develop accident prevention measures. Additionally, the Patrol has on its staff a trained accident analyst whose duties include the in-depth study of representative accidents throughout the state using patrolman's reports.

3. The average post-accident response time by the Highway Patrol is 20 minutes.

4. It is considered practical to improve response of accident by the implementation of an improved communications system.

5. Whenever possible determinations are made regarding the incidence of seat belt uses by all individuals involved in any type of accident involving a motor vehicle. Records are maintained concerning the incidence of such seat belt usage.

6. The Highway Patrol does post-crash investigations as follows:

   a. Total Accidents -- 100%
   b. Severe Personal Injury -- 100%
   c. Minor Personal Injury -- 50%
   d. Property Damage -- 33 1/3%
   e. Single Vehicle Accidents -- 90%

E. Reporting Hazardous Highway Conditions

1. The Montana Highway Patrol Operations Manual (Appendix B) provides written procedures for reporting hazardous highway defects and conditions to the appropriate agencies.

2. The Highway Patrol maintains a photographic and written record of some hazardous conditions reports sent to appropriate agencies. Additionally, a regular follow-up on these hazardous conditions is made.

F. Cooperation

1. Currently, there exists a significant jurisdictional problem which adversely affects the efficiency of the department's traffic service program. Simply stated, the Patrol has no jurisdiction over 1,200 miles of U.S. Forest Service roads and roads through Indian Reservation for Indians only. Two bills were introduced to legislature granting necessary authority. These bills were defeated. The bills are presented as Appendix D of this section. To date, no satisfactory resolution of this situation has been affected.

2. The Highway Patrol prepares an evaluation of its traffic services activities in the form of an Annual Report to the Governor. A portion of the 1968 Annual Report is presented Appendix E of this section.

PROPOSED PLAN

1. Provide formal in-service training on a broader basis to involve as many local departments as possible by expanding the services of the Montana Law Enforcement Academy.

2. Develop a formal accident investigation unit wherever possible in local jurisdictions. (not in Highway Patrol)

3. Develop and implement an improved communications system to reduce post-accident response time.

4. Resolve through legislation the jurisdictional problem involving roads of the U. S. Forest Service and Indian Reservations (in regard to enforcement of traffic laws with Indian people of Montana).

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 15.0 Police Traffic Services

Task	Year				
	1969	1970	1971	1972	1973
Expansion of In-Service Training					
Develop Improved Communications System					
Legislate Jurisdictional Problem			△		

*In-service training will be provided on a continuing basis to an ever expanding number of police jurisdictions

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARDS

15. POLICE TRAFFIC SERVICES

	IN	IN
Police Supervision of Vehicular and Pedestrian Traffic Related to Highway Safety	X	X
Uniform Training Procedures		X
Instructional Materials and Techniques	X	X
Recruit	X	X
Advanced	X	X
In-Service		X
Special		X
Periodic In-Service Training Courses for Uniformed and Other Police Department Employees	X	X
Administration of Police, Vehicular and Pedestrian Traffic Services	X	X
	X	X
Traffic Records Data		X
Post Accident Response & Aid	X	X
Post-Crash Responsibilities	X	X

Trained Police Personnel

	IN EFFECT	IN PLACE
Procedures for Investigating, Recording and Reporting Accidents	X	
Causative Factors in Individual Accidents	X	
Causative Factors in Types of Injuries	X	
Efficiency of Post-Accident Response	X	X
Procedures for Reporting Hazardous Conditions		
Drivers	X	
Vehicles	X	
Signs	X	
Agreements with Political Subdivisions Regarding Authority and Responsibility For Police Traffic Supervision		
Participation of Each Law Enforcement Agency in the Comprehensive Highways Safety Program		
Periodic Evaluation of the Progeam	X	

PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

POLICE TRAFFIC SERVICES

	1971	1972	1973	1974
Expansion of In-service Training				
Develop Improved Communications System	100	50	~~100~~	~~—~~
Legislate Jurisdictional Problem				
	100	50	~~100~~	~~—~~

[1] Costs for work by existing staff or with equipment currently possessed by Montana are not included.

SUBJECT	DATE			
Direction of Traffic (Circle 1 Question)				
Blue	10/23 - [illegible]			
Gold	9/11 - [illegible]			
Defensive Driving Assignment				
Blue	12/15 - [illegible]			
Gold	11/17 - [illegible]			
Driver Education				
Blue	1/[illegible]			
Gold	2/16			
Driver Improvement				
Blue	11/30 - 12/[illegible]			
Gold	1/13 - [illegible]			
Driver Licensing				
Blue	10/27 - 10/[illegible]			
Gold	[illegible]			
Effective Speaking				
Blue	[illegible]			
Gold	[illegible]			
Safety in Action				
Blue	2/05			
Gold	9/[illegible]			
Electrical Energy Use				
Blue	11/06			
Gold	11/09			
Understanding Children				
Blue	9/06 - 9/[illegible]			
Gold	9/11 - 9/[illegible]			
Youth and Alcohol				
Blue	11/[illegible]			
Gold	12/1			
[illegible]				
Blue				
Gold			P M)	

SUBJECT	DATE	TIME	HOURS	INSTRUCTOR
Federal Role in Traffic Law Enforcement				
Blue	10/18	(1 P.M.)	1	Stephenson
Gold	10/27	(1 P.M.)	1	"
First Aid				
Blue	10/19 - 10/25	(1 P.M.)	5½	Beck
Gold	10/09 - 10/18	(1 P.M.)	32	"
Geography of Montana				
Blue	9/18 - 9/22	(1 P.M.)	6	Olsen
Gold	9/22 - 9/29	(7 P.M.)	6	"
Gross Weight - Axle - Weight Enforcement				
Blue	11/14	(1 P.M.)	3½	Briggs
Gold	11/13	(1 P.M.)	3½	"
Handcuffs, Use of				
Blue	10/19	(7 P.M.)	2	Dahl
Gold	10/20	(7 P.M.)	2	"
Highway Coast Section 2 Maintenance				
Blue	11/03	(1:00 P.M.)	1	Chittim
Gold	11/03	(1:00 P.M.)	1	"
Highway Patrolman's Retirement System				
Blue	11/16	(1 P.M.)	3½	Kerr
Gold	11/15	(1 P.M.)	3½	Kerr
History of Montana				
Blue	9/07 - 9/09	(1 P.M.)	4	Olsen
Gold	9/10 - 9/12	(1 P.M.)	3	"
Highway Patrol Women Patrol				
Blue	9/05	(1 P.M.)	2	Dimmick
Gold	9/05	(7 P.M.)	2	"
Jaywalking Ordinance				
Blue	10/25	(1 P.M.)	1	Lund
Gold	10/25	(1 P.M.)	1	"

SUBJECT	DATE	TIME		INSTRUCTOR
Introduction to Enforcement Service				
Blue	[illegible]	[illegible]	2	[illegible]
Gold	9/1[illegible]	[illegible]	2	"
Introduction to Criminal Investigation)				
Blue	10/[illegible]	[illegible] A.M.)	2	[illegible]an
Gold	11/[illegible]	[illegible]	2	"
Laws of Arrest				
Blue	9/1[illegible]	[illegible]	2	[illegible]th
Gold	10/0[illegible]	[illegible]	21	"
Legal Aspects - Driver Licensing				
Blue	1[illegible]	[illegible] P.)	1½	Reynolds
Gold	10/24	[illegible]	1½	"
Legal Aspects - Enforcement				
Blue	"To be announced"			W. Castles
Gold	"To be announced"			"
Medical Aspects - Intoxication				
Blue	"To be announced"			Dr. A Littl
Gold	"To be announced"			"
Notetaking - Study Habits				
Blue	9/05	(2 P.M.)	1	Kerr
Gold	9/[illegible]	(2 P.M.)	1	"
Orientation (Class Cut)				
Blue	[illegible]	[illegible]	4½	Kerr
Gold	9/05	[illegible]	4½	"
Physical Evidence - Preservation Collection and Identification				
Blue	10/1[illegible]	[illegible] A.)	2	Lehman
Gold	11/0[illegible]	[illegible]	2	"
Photography (Black and White Part I)				
Blue	10/18	[illegible]		[illegible]
Gold	11/08	[illegible]	3	"
[illegible]	[illegible]			
[illegible]	[illegible]/1[illegible]	(10:30 A.)	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	"

SUBJECT	DATE	TIME	[illegible]	INSTRUCTOR
Police Public Relations				
Blue	10/24	[illegible]		[illegible]
Gold	10/24	[illegible]		
Police Video Conference				
Blue	10/18	10:[illegible]	[illegible]	[illegible]
Gold	10/26	[illegible]	[illegible]	"
Radiological Emergencies				
Blue	10/3[illegible]	[illegible]	1[illegible]	Civil Defense
Gold	10/30	[illegible]	1[illegible]	"
Riot Control				
Blue	9/21 - 9/23	[illegible]	8	F.B.I.
Gold	9/21 - 9/23	[illegible]	8	F.B.I.
Rules of Evidence				
Blue	9/1[illegible] - 9/[illegible]	[illegible]	24	Griffith
Gold	9/[illegible] - 9/[illegible]	[illegible]	2[illegible]	"
Safeguarding Records				
Blue	10/19	[illegible]	1	Gaasch
Gold	10/[illegible]	[illegible]	[illegible]	"
Safety Education				
Blue	9/[illegible]	[illegible]	2	Gaasch
Gold	[illegible]	[illegible]	2	"
School bus Administration				
Blue	11/02	6:30 P.M.	1½	Haefner
Gold	11/0[illegible]	(6:30 P.M.	1½	"
School Bus Inspection				
Blue	10/[illegible]	[illegible]	12½	Gaasch
Gold	11/[illegible]	[illegible]	12½	"
Search & Seizure				
Blue	10/[illegible] - 10/[illegible]	[illegible]	4	Heath
Gold	10/24 - 10/26	(7 P.M.)	[illegible]	"
[illegible]				
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SUBJECT	DATE	TIME		INSTRUCTOR
Spelling				
Blue	9/08	(11:30		[illegible]
Gold	9/[illegible]	[illegible]		
Study Instructions				
Blue	11/10	[illegible]		W. Cheney
Gold	11/10	[illegible]		"
Study Periods				
Blue	9/05	[illegible]		Academy Staff
Gold	9/[illegible]	[illegible]		"
Telephone Centers - I.T.T.S. Signal				
Blue	11/08	[illegible]	1½	Thares
Gold	11/10	[illegible]	1½	"
Traffic Law				
Blue	10/30	(8 A.M.)	3	Kerr
Gold	9/[illegible]	[illegible]	3	"
Vehicle Inspection & Identification				
Blue	9/23	(1 P.M.)	3½	Dahl
Gold	[illegible]	(1 P.M.)	3½	"
Vehicle Maintenance & Care				
Blue	9/10 - 9/12	(7 [illegible]	4	Causey
Gold	9/10 - [illegible]	[illegible]	4	"
Visual Science				
Blue	"To be announced"			Dr. R. English
Gold	"To be announced"			"
Weapons Orientation				
Blue	[illegible]	(1 P.M.)	3	Mabry
Gold	9/14	(1 P.M.)	3	"
Motor Vehicles				
Blue	[illegible]	[illegible]	[illegible]	[illegible]
Gold	9/15 - 9/23	[illegible]	[illegible]	

MONTANA HIGHWAY PATROL
HEADQUARTERS
Helena, Montana
January 1, 1967

GENERAL ORDER
#3-7

JOB DESCRIPTION
DIVISION COMMANDER

General Responsibilities of Division Commanders

1. Division Commanders are charged with the responsibility of ascertaining that Highway Patrol orders and policies are readily executed by members of the Highway Patrol.

2. Division Commanders are charged with safeguarding the public roads and highways within their respective areas by ascertaining that the men of their command are constantly upon the highways and are enforcing the motor vehicle laws of the State of Montana. Division Commanders shall emphasize to members of the Patrol that the policy of the Patrol with respect to arrests, is to issue a citation or make an arrest on every occasion for a definite, clear-cut, and substantial violation, and not to take enforcement action for frivolous or technical violations.

3. Division Commanders are charged with the responsibility of looking after the health and general welfare of the men of their command and are charged with the responsibility of fostering high morale among the men of their command through the medium of intelligent and diligent leadership.

Policy Making Duty

Division Commanders shall examine the facts of every official problem confronting the men of their command and shall promulgate policies designed to cover these situations where there is no Highway Patrol policy governing. Difficult problems shall not be solved by neglecting them nor shall problems of a local division nature be passed to Highway Patrol headquarters for determiniation.

Disciplinary Responsibilities

1. Division Commanders shall enforce the general rules of conduct governing the members of the Patrol in a fair and impartial manner. Members guilty of infractions of said

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rules and members failing to obey specific orders of their supervisors shall be asked to explain their delinquencies. Whenever an explanation of such delinquency is inadequate, Division Commanders shall take appropriate disciplinary action.

2. Division Commanders confronted with a breach of the general rules of conduct which they feel warrants dismissal from the Highway Patrol, shall report all the facts of the matter to the Patrol Supervisor together with their personal recommendation. Division Commanders shall immediately report in writing any violations of general orders, rules and regulations and courtesies, to the Patrol Supervisor whether or not they feel the member should be dismissed for his misconduct. Such report shall be filed in the members personnel file.

Personnel Management Responsibilities

1. Division Commanders are expected to know the personality traits and ability limitations of all the men of their command and shall do their utmost to get as many of the round pegs in the round holes as possible. Whenever personality differences begin to create a problem within a particular district, Commanders shall take the remedial action most conducive to the best interests of the Highway Patrol. Whenever a particular assignment becomes too big for any particular Patrolman to handle within the range of his ability, Division Commanders shall take the remedial action necessary.

2. Division Commanders shall set high standards of duty performance by personal example and shall insist that their non-commissioned officers do likewise. The age-old proposition of "rank has its privileges" shall be abandoned in favor of the proposition that "rank has its responsibilities." Division Commanders shall not tolerate any "do as I say but not as I do" type of supervision.

3. Division Commanders shall strive to maintain troop morale at a high level by making certain that members receive every benefit or consideration due them. Missed days off and missed holidays shall be granted at some future date. Requests for uniform or equipment replacements shall be given every consideration. A sincere interest in the personal problems of individual members shall be taken. Working hours and [illegible] shall be [illegible]

under existing conditions. Division Commanders shall stand behind their men and defend their actions whenever they are subjected to public criticism or abuse, until such time as the Division Commander reasonably concludes that the member was in error. Division Commanders shall never discipline any member of their command in public unless an extreme situation demanding extreme action exists. No partiality or favor will ever be shown in regard to promotion recommendations or duty assignments. Special details shall be selected in an equitable manner. Good work or an outstanding performance of duty shall be recognized publicly by a report to be entered in the member's personnel file. Sloppy work shall not be tolerated. Suggestions and complaints of members shall be given due consideration.

4. Division Commanders shall attend district meetings from time to time and hold periodic division meetings. At these meetings members shall be sincerely urged to express their complaints or suggestions concerning Patrol policies or practices.

5. Division Commanders shall not hesitate to commend good work and politely, but firmly, point out sub-standard work.

Training Responsibilities

1. Division Commanders shall be responsible for the overall field training of new men and shall be responsible for maintaining a continuing education program designed to keep men of their command abreast of all changes in motor vehicle law, all interpretations of motor vehicle law, all Patrol policies and procedures and all scientific techniques of law enforcement work.

2. Division Commanders are expected to take a leading role in the management and planning of the Highway Patrol recruit schools and refresher schools. Notations should continually be made of phases of the Patrolman's work that need greater emphasis in the schools. At the periodic staff meetings with the Supervisor and other Captains, such observations or conclusions should be placed before the group for discussion.

3. Division Commanders should foster and encourage members to maintain or improve their proficiency with firearms by doing what they can to arrange with city police officials and gun club officials for the use of target ranges within the area.

4. Division Commanders shall periodically review the enforcement record, conviction record and patrol car operational efficiency record of the members of their command. Whenever it appears that any man is below standard on any of these phases of his work, Commanders shall discuss the matter with the member's District Sergeant and, if necessary, arrange for further training under an experienced Patrolman.

Coordination Responsibility

1. Division Commanders are charged with the responsibility of coordinating law enforcement work between the Patrol and other state, county, city and federal law enforcement agencies.

2. Division Commanders shall ascertain that all law enforcement officials clearly understand the nature of the function of the Highway Patrol; that it is primarily a motor vehicle law enforcement agency and is not a state police.

3. Division Commanders shall diplomatically discourage all attempts to call upon the Patrol for service outside the scope of the duties of the Patrol and shall emphasize to the men of their command and to persons calling upon the Patrol for such outside service, and every man-hour spent away from the fundamental mission of patrolling the highways may be paid for in human lives that could have been saved had the Patrol been performing its statutory duty.

4. Division Commanders are charged with the responsibility of ascertaining that the most efficient and cooperative relations exist between members of the Patrol and the judges and attorneys with whom they must work.

5. Division Commanders shall cooperate with other divisions of state government in all matters pertaining to law enforcement work or highway safety.

6. Division Commanders are responsible for coordinating all phases of work performed by the divisions within the State Highway Patrol, including coordination of enforcement activity with all safety promotional work and all transportation and communications activities.

Public Relations Responsibility

1. Division Commanders are the chief public relations officers of the Patrol. They are expected to be spokesmen for the department on law enforcement matters and are expected to lend their support to all local efforts aimed at reducing motor vehicle accidents.

2. Division Commanders are expected to be conversant with the fundamental policies of the Patrol and shall not publicly enunciate or tacitly approve any viewpoints not in accord with such policies.

3. Division Commanders shall make a determined effort to learn which men of their command are good public speakers and shall see that such men are the members utilized for public speaking engagements.

4. Division Commanders shall promptly investigate all complaints of improper conduct or attitude on the part of the men of their command and shall promptly investigate all complaints concerning highway safety or law enforcement matters.

5. Division Commanders shall continually emphasize to the men of their command that the best public relations the Patrol can achieve is through intensive motor vehicle law enforcement, constant attentiveness to duty, and the maintaining of high standards of personal appearance and personal habits. The Patrol is not interested in good public relations achieved by back-slapping, story swapping or the "good Joe" techniques.

Administrative Responsibilities

1. Division Commanders are charged with the responsibility of preparing all reports and shall ascertain that all division reports are forwarded to Patrol headquarters on the date designated. Division Commanders shall see that a current file of all reports is maintained and that reports are safely preserved.

2. Division Commanders are responsible for supervising the secretaries employed at division headquarters and shall ascertain that the secretaries are preparing correspondence in accord

quarters files of General Orders #2-1 and #2-4 Division Commanders shall also see that a systematic filing system is established for all incoming and outgoing reports and correspondence.

3. Division Commanders shall ascertain that members of their command are neat and thorough in the preparation of all reports and that reports are submitted on time.

4. Division Commanders shall maintain an accurate inventory of all state property assigned to the men of their command and to the various officers within the division.

Equipment Use and Care Responsibilities

1. Division Commanders, together with their District Sergeants, shall make periodic surveys of traffic and accident activities within the troop for the purpose of readjusting existing policies, assignments, and manpower distribution.

2. Division Commanders shall ascertain that each of their District Sergeants is thoroughly conversant with the traffic and accident problem within their respective districts.

3. Division Commanders shall be personally familiar with all of the existing hazards created by poor roads, unsafe roads, inadequate warning signs and devices, and reoccurring washouts. Division Commanders shall work continuously with District Engineers in an effort to remove these hazards to safe driving.

4. Division Commanders shall work unceasingly to reduce the accidents within their division area and should not hesitate to recommend policy changes to the Patrol Supervisor whenever they feel that such changes would reduce the accident rate or density of traffic upon a particular highway.

Economy Responsibilities

Division Commanders shall not tolerate waste or abuse of equipment or uniforms. They are charged with the responsibility of assuring the taxpayers of the State of Montana that every dollar spent in the operation of the Highway Patrol is bringing forth the maximum return. Division Commanders shall [illegible]

requisitions for equipment and patrol car operational records with a frugal eye and should not hesitate to point out forcibly to the member concerned, any unnecessary expenses or requests for equipment.

/S/ Alex B. Stephenson
ALEX B. STEPHENSON, Supervisor
Montana Highway Patrol

MONTANA HIGHWAY PATROL
HEADQUARTERS
Helena, Montana
January 1, 1967

GENERAL ORDER
#13-2

ACCIDENT INVESTIGATION AND REPORTING

Function

Effective this date members of the Highway Patrol shall be governed by the following policies relating to the investigation and reporting of motor vehicle traffic accidents.

Accident Reporting - Investigation

1. Any member who investigates or attends a traffic accident, regardless of severity, shall prepare and submit an Investigator's Accident Report (MHP 60).

2. All operators of vehicles involved in traffic accidents where death or injury ensues, shall give immediate notice and submit written reports (PSR-1) to the Supervisor of such accidents.

3. The operator of any vehicle which is in any manner involved in a traffic accident in which the total property damage to the apparent extent of $100.00 results or in which damage to the property of any one person in excess of $100.00 is sustained, shall give immediate notice of such accident and submit a written report (PSR-1) of such accident to the Supervisor.

4. The requirement of giving "immediate notice" of a multiple vehicle traffic accident would appear to be satisfied if one operator involved in the accident notified proper authority.

5. Members who attend and investigate accidents shall submit the written reports (MHP 60) within 48 hours to Division. Information concerning the accident not available within the 48 hours shall be forwarded as a supplement to the original report.

6. Accident reports shall be prepared in ink or typewriter and submitted in duplicate to Division. Carbons shall be changed when preparing the report to assure that the original does not have carbon print or writing.

Distribution of Accident Report Forms

As a matter of policy, bulk accident report forms shall be available for distribution only from sources where it is determined that notification of such accident to the proper authority has been made prior to the distribution of such accident reports.

The department shall furnish to any other department or agency responsible for investigating accidents, sufficient Investigator Accident Report forms, provided that such department or agency shall in turn provide the Supervisor with a copy of the completed accident report form covering a vehicle traffic accident which occurred within the jurisdiction of such department or agency.

Operator's Reports (PSR-1)

Members shall furnish an accident report form (PSR-1) to each driver involved in a traffic accident which he investigates or when such form is otherwise requested. When necessary, members shall give general instructions for preparing and submitting the form. When the operator's accident report is completed it shall be mailed directly to the Supervisor. Such completed forms shall not be channeled through the member who investigated the accident. All operator's accident report forms shall arrive at Patrol Headquarters not later than 10 days after the date of accident so reported.

Accident Reports Confidential

Montana statutes provide that accident reports submitted by operators involved and by investigating officers shall be confidential and for statistical purposes only.

MONTANA HIGHWAY PATROL
HEADQUARTERS
Helena, Montana
January 1, 1967

GENERAL ORDER
#13-3

ENGINEERING STUDY
REQUEST FOR

Function

Effective this date members of the Highway Patrol shall be governed by the following policies relating to requests for an engineering study.

Request to Contain Adequate Information

When a request for engineering study reaches this office, there are certain steps which must be taken before any such study can be started.

Your responsibility is to correctly give the area you wish studied. It must be very accurate -- within a tenth of a mile for location. State the length of the area to be studied and why you want engineering study of this area. Indicate if it is repair or broken surface, washboard surface, a curve that does not hold at proper speeds, installation of "no passing" lines, curve signs, speed signs, etc. It is not enough to write "Install a stop sign." Constructive information has to be given. You are in a sense our eyes, and a good general statement covering pertinent information can help us see what you see.

Our responsibility begins at this point. All primary highway is broken up in specific sections. When we receive your request for study of a certain section, the accident records for at least four years in that section are compiled for proper evaluation. This is done to find out if the accident rate has increased gradually or sharply over this time. By spotting these accidents on a sectional map, it gives a realistic visualization of the danger building up in that area. All of this data is then forwarded to the proper engineering department for action. It is to be admitted now that not all sections will be studied, but even if only the worst sections

are, we feel there has been much accomplished. This department will do all it can and attempt to keep you informed of the progress made in each case.

Engineer Study Request Form

The attached form will be completed by the officer submitting the request, giving his rank, name and address. Identify the location by using the reference points; under Condition, a description of the area and the problem that exists; under Recommendation, what remedial action is recommended. (A sample copy is attached for study.)

The check mark showing engineering recommended, on accident report forms, will no longer apply to this phase of our program; however, it must be checked to complete the report. All requests must be made on the new form and will be returned to the officer and his Division Captain with a reply.

The former method of accepting requests directly from accident reports has proved inadequate. In many cases the condition exists only temporarily, in others there is no indication of the trouble or suggestion for correcting it. This necessitated further correspondence before the basic information was compiled.

If the new form is not filled out completely, it will be returned with check marks to indicate what is required. Each request must be limited to one location.

Division offices will be supplied with the new form (HQ-1289A).

Use of Photographs in Engineering Study Requests

Attached for your information is a copy of an actual engineering request. It has been brought to my attention because of its completeness, and it also shows what can be done by using a camera to substantiate such requests. You will note the steps taken.

First, our official form HQ-1289A was used to initiate the request. Since there was insufficient space on the form to

describe the area, a cover letter was attached.

Photographs were taken, at driver's eye level, approaching the intersection to be studied and notes entered on the back of the prints to call attention to pertinent facts. A similar intersection with proper signing was photographed at approximately the same distances for comparative purposes. In addition, other pictures were submitted showing marks of vehicles that had left the roadway at the intersection suggested for better signing.

It is evident from this example that the proper use of a camera strengthens a request of this type in presenting visual evidence of the problem at hand. When you intitiate an engineering request, you are in effect requesting an engineer to come to the scene and study the problem. In most cases he has to travel from Helena. The better proof you present concerning a problem, the better the chances are the department concerned will comply.

Your sergeants have the camera equipment necessary to produce this pictorial evidence. If you are concerned enough to request engineering study for an area, you should be concerned enough to contact your sergeant and have photographs taken. We hope to see more use of cameras in the future.

/S/ Alex B. Stephenson
ALEX B. STEPHENSON, Supervisor
Montana Highway Patrol

RECEIVED HDQ
AUG 27 1954
MONT. HIGHWAY PATROL

STATE OF MONTANA

MONTANA HIGHWAY PATROL

Helena, Montana

August 21, 1954

Director of Accident Records
Montana Highway Patrol
Helena, Montana

Dear Sir:

The junction of F.A.S. 273 and U.S.#10 has recently been the scene of two accidents, both resulting in severe personal injury and property damage. There is evidence to indicate there have been more, but, apparently, they haven't been reported.

F.A.S. 273 is oiled from the Galen Jct. to its' Jct. with State # 43, east of Anaconda. This road, now that it is oiled, services a large percentage of the Deer Lodge Valley. The Lost Creek State Park Road has its' Jct. with this road. Quite a large number of tourists also use it.

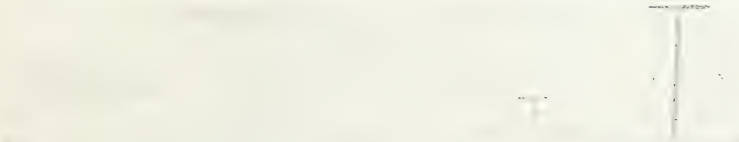
At the Jct. of F.A.S. 273 and U.S. #10, F.A.S. 273 comes to a dead end and you must turn either North or South on U.S. #10. Also, approximately 100 Feet West of this Jct., the Northern Pacific R.R. tracks cruss F.A.S. 273. As you approach the Jct. of U.S. #10, there is a R.R. crossing sign, a crossarms, the tracks and then there is a stop sign. The stop sign can be blocked from view by the crossarms (see picture #4). The drivers involved in the accidents both stated they didn't see the stop sign until it was too late to stop, and both claimed they had no advance notice that the road they were on came to a dead end. This is possible since F.A.S. 273 appears higher than U.S. #10 and unless there is traffic on U.S. #10, the roadway is very hard to see. The Jct. of State Highway 48 and U.S. #10 is almost identical to this one. However, this Jct. is well signed (see pictures 1, 2 & 3. In the six years I have been stationed in Anaconda, I can only remember one accident at this Jct. and there is considerable [illegible] traffic on [illegible].

[illegible] at least the large dead end sign (photo #1) and a large slow sign [illegible].

PICTURES OF SITE RECOMMENDED FOR STUDY

Approaching the road's end there is no slow or stop warning sign to alert the driver.

At RR Crossing sleet sign there is no indication that the road ends just beyond the RR tracks. At night a non-local driver would have no way of realizing the road ends.



Approaching the tracks, the stop sign is blocked out by the RR Crossarm. There is nothing to indicate the road ends here, and at night the stop sign would not be visible since it is much lower than the [illegible] road.

PICTURES OF A SIMILAR SITE
WITH GOOD SIGNING FOR COMPARISON

Slow sign to alert drivers, approximately the same distance as picture 1

Stop sign warning and also indicating Hwy crosses ahead approximately the same distance as picture 2

Good visible stop sign, and missing reflector to show road end.

MONTANA HIGHWAY PATROL

SAMPLE ONLY

_____
(Date)

TO: DIRECTOR OF ACCIDENT RECORDS, HEADQUARTERS

FROM: Patrolman John Doe, 123 Walnut St., Helena, Montana

I wish to report the following traffic condition. It is requested that the proper state agency be notified so that appropriate action might be taken.

LOCATION: 4.5 Mi. E of East Helena - 75 Ft. W of Mitchell Gulch Cr. Bridge, Lewis & Clark County Highway 12

CONDITION:

Oil has worked thru road surface in patches for approximately 60 ft. It becomes extremely slippery when wet. There is no warning of this danger to drivers approaching from either end, normal safe speeds of 60 miles per hour are completely unsafe on these oil patches.

RECOMMENDATION:

The maintenance crews should reseal or resurface these patches to eliminate these slippery spots.

ACTION TAKEN ON RECOMMENDATION:

Instructions: Diagram may be made on back, if helpful in explaining location or circumstances.

MP-1111.1

HOUSE BILL NO. 281

INTRODUCED BY [illegible]

32-1122, 32-2114

A BILL FOR AN ACT ENTITLED: "AN ACT AMENDING SECTION 32-2114, R.C.M. 1947, DEFINING STREET AND HIGHWAY FOR THE PURPOSE OF THE UNIFORM ACT REGULATING TRAFFIC ON HIGHWAYS, TO EXCLUDE CERTAIN FOREST SERVICE ROADS WITHIN SAID DEFINITION, AND AMENDING SECTION 32-1122, R.C.M. 1947, TO EXCLUDE REGULATION OF SIZE AND WEIGHT OF VEHICLES USING SAID FOREST SERVICE ROADS FROM THE PROVISIONS PROHIBITING THE USE OF SAME ON ANY PUBLIC HIGHWAY."

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE STATE OF MONTANA:

Section 1. Section 32-2114, R.C.M. 1947, is amended to read as follows:

"32-2114. Street or highway--private road or driveway--roadway--sidewalk--laned roadway--through highway--controlled access highway. (a) Street or Highway. The entire width between the boundary lines of every street, highway and related structure as have been, or shall be, built and maintained with appropriated funds of the United States and which have been, or shall be, built and maintained with funds of the state of Montana, or any political subdivision thereof, or which have been or shall be dedicated to public use or have been acquired by eminent domain, and including all roads in this state owned or maintained by the United States and under the jurisdiction of the Forest Service, United States Department of Agriculture, whether or not financed by appropriated funds of the United States.

(b) Private Road or Driveway. Every way or place in private ownership and used for vehicular travel by the owner and those having

H.B. 281

express or implied permission from the owner, but not by other persons.

(c) Roadway. That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two (2) or more separate roadways the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

(d) Sidewalk. That portion of a street between the curb lines or the lateral lines of a roadway, and the adjacent property lines, intended for use of pedestrians.

(e) Laned Roadway. A roadway which is divided into two (2) or more clearly marked lanes for vehicular traffic.

(f) Through Highway. Every highway or portion thereof at the entrances to which vehicular traffic from intersecting highways is required by law to stop before entering or crossing the same and when stop signs are erected as provided in this act.

(g) Controlled Access Highway. Every highway, street, or roadway, in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street, or roadway."

Section 2. Section 32-1122, R.C.M. 1947, is amended to read as follows:

"32-1122. (1761.1) Regulation of size and weight of vehicles on public highways. It shall be unlawful and constitute a misdemeanor for any person to drive or move, or for the owner to cause or knowingly permit to be driven or moved, on any public highway any vehicle or vehicles of a size or weight exceeding the limitations stated in this act, or any vehicle or vehicles which are not so

constructed or equipped as required in this act or the rules and regulations of the state highway commission, and the maximum size and weight of vehicles herein specified shall be lawful throughout this state, and local authorities shall have no power or authority to alter said limitations or substitute any other limitations or requirements except as express authority may be granted in this act; provided, that the provisions of this section shall not apply to vehicles using roads in this state under the jurisdiction of the Forest Service of the United States Department of Agriculture or included within the definition of terms and vehicles in section 32-2114, Revised Code of Montana, 1947.

HOUSE BILL NO. 203

INTRODUCED BY [illegible]

32-2203

Romney

A BILL FOR AN ACT ENTITLED: "AN ACT AMENDING SECTION 32-2203, R.C.M. 1947, DEFINING PUBLIC HIGHWAYS FOR THE PURPOSE OF THE UNIFORM ACT REGULATING TRAFFIC ON HIGHWAYS, TO INCLUDE CERTAIN FOREST SERVICE ROADS WITHIN SAID DEFINITION."

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE STATE OF MONTANA:

Section 1. Section 32-2203, R.C.M. 1947, is amended to read as follows:

"32-2203. General definitions. Subject to additional definitions contained in subsequent chapters of this code which are applicable to specific chapters or parts, and unless the context otherwise requires, terms are defined as follows:

(1) "Abandonment"-Cessation of use of right of way (easement) or activity thereon with no intention to reclaim or use again. (Sometimes called "vacation.")

(2) "Auditor"-County auditor.

(3) "Authority"-Montana toll bridge authority.

(4) "Board"-Board of county commissioners.

(5) "Bridge"-Includes rights of way or other interest in land, abutments, superstructures, piers, and approaches except dirt fills.

(6) "Clerk"-County clerk and recorder.

(7) "Commission"-State highway commission.

(8) "Committee"-Local improvement district committee of supervisors.

(9) "Condemnation"-Taking by exercise of the right of eminent

domain.

(10) "Construction"-Supervising, inspecting, actual building, and all expenses incidental to the construction or reconstruction of a highway, including locating, surveying, and mapping, costs of right of way or other interests in land and elimination of hazards at railway-grade crossings.

(11) "Control of access"-The condition in which the right of owners or occupants of abutting land or other persons to access, light, air, or view in connection with a highway is fully or partially controlled by public authority.

(12) "County road"-Any public highway opened, established, constructed, maintained, abandoned, or discontinued in accordance with the provisions of part 2 of chapter 8 (chapter 40 of this title) and part 4 of chapter 5 (chapter 31 of this title) of this code.

(13) "Easement"-A right acquired by public authority to use or control property for a designated purpose.

(14) "Eminent domain"-The right of the state to take private property for public use.

(15) "Engineer"-State highway engineer.

(16) "Federal-aid highway"-Any public highway which is a portion of any of the federal-aid highway systems.

(17) "Federal-aid highway systems"-All of the systems named hereafter and their urban extensions.

(18) "Federal-aid interstate system"-That system of public highway selected by the commission in co-operation with adjoining states, subject to the approval of the secretary of commerce as provided in the Federal Highway Act, as amended.

(19) "Federal-aid primary system"-That system of connected public highways designated by the commission subject to the approval of the secretary of commerce, as provided in the Federal Highway Act,

as amended.

(20) "Federal-aid secondary system"-That system of public highways not on the federal-aid primary or interstate systems selected by the commission in co-operation with the boards of county commissioners, subject to the approval of the secretary of commerce, as provided in the Federal Highway Act, as amended.

(21) "Fee simple"-An absolute estate or ownership in property including unlimited power of alienation.

(22) "Highway"-Includes rights of way or other interests in land, embankments, retaining walls, culverts, sluices, drainage structures, bridges, railroad-highway crossings, tunnels, signs, guardrails, and protective structures.

(23) "Highway," "road," "street"-Whether they appear together or separately or are preceded by the adjective "public," these are general terms denoting a public way for purposes of vehicular travel, including the entire area within the right of way.

(24) "Highway authority (ies)"-The entity (ies) at any level of government authorized by law to construct and maintain highways.

(25) "Maintenance"-Preservation of the entire highway, including surface, shoulders, roadsides, structures, and such traffic-control devices as are necessary for its safe and efficient utilization.

(26) "Public highways"-All streets, roads, highways, bridges, and related structures, which have been or shall be:

(a) Built and maintained with appropriated funds of the United States or the state or any political subdivision thereof <u>including all roads in this state owned or maintained by the United States and under the jurisdiction of the Forest Service, United States Department of Agriculture, whether or not financed by appropriated funds of the United States.</u>

DEBRIS HAZARD CONTROL AND CLEANUP

PURPOSE

INTRODUCTION

PRESENT STATUS

PROPOSED PROGRAM

IMPLEMENTATION SCHEDULE

APPENDICES

A. Debris Classification System

B. Hazard Control System

C. Exerpt from Job Description

1. Traffic Patrolman Related to Debris Removal
2. Highway Patrol General Order 15-2, Abandoned Vehicles
3. Accident Investigation Checklist for Traffic Patrolmen

D. Exerpts from the Motor Vehicle Code of Montana

1. pp. 33-39, Highways, Livestock, and Littering
2. pp. 193-194, Commercial Two Car Requirements
3. pp. 370-376, Transportation of Explosives, Fences, Herd Districts, Rams and He-goats

E. House Bill No. 231, "An Act Amending Section 58-607, R. C. M. 1947, to Remove from Liability for Damages either the Driver of a Motor Vehicle or the Owner of Livestock when a Motor Vehicle and Livestock Collide on a Public Highway."

F. House Bill No. 372, "An Act to Amend Section 32-1021, R. C. M. 1947, to Prohibit the Driving of Livestock on Interstate Highway Systems."

G. Highway Patrol Radiological Instructions

INTRODUCTION

Debris Hazard Control and Cleanup is quite a different problem in Montana from what it is in high population density and/or high traffic density areas. Once a crash has occurred in Montana, there is a reduced probability that another vehicle will collide with the previously crashed vehicle because of the low traffic density. Of course, the time to remove the vehicle from the roadway may also be reduced in the low traffic-density/low-population-density situation because of slow communications due to the great distances from fixed communications equipment, etc. This reduction is not likely to be in proportion to the traffic density ratios.

The present situation clearly demonstrates that the approach toward a viable program in debris hazard control and cleanup must start with the basic premise that Montana's problems depart significantly from the national norm. Important "Debris" for Montana include livestock, wild animals and snow. There are more cows than people in Montana and motorists must be protected from them and vice versa. The amount of snowfall in Montana in some years is prodigious. The commerce of the state requires that the highways be cleaned off promptly. In Montana, most highways are cleared immediately following a snowfall.

In order for Montana to better view the debris hazard problem from the general point of view, defining debris as "Those substances, materials, objects, conditions or phenomena, foreign to the normal highway environment, which may be deposited, exist, or occur upon a highway, and which may result either from a crash or natural causes, a classification of debris and debris-associated problems was found useful. For this purpose, Montana has prepared Appendix A, Debris Classification and Appendix B, Debris Hazard Control System.

PRESENT STATUS

I. A. Operational procedures are established and implemented for:

(1) Enabling rescue and salvage equipment personnel to get to the scene of accidents rapidly and to operate effectively on arrival:

a. On heavily traveled freeways and other limited access roads

b. In other types of locations where wreckage or spillage of hazardous materials on or adjacent to highways endangers the public health and safety

There are no heavily traveled freeways in Montana. On the Interstate System, crossovers are provided to speed rescue personnel to the scene. In order to help insure the effective operation of salvage equipment, including the safety of the wrecker and its crew when towing away the debris, the Uniform Code of Montana, 32-21-161, lists mandatory equipment for commercial tow cars. (The complete text of this code is shown in Appendix D). Equipment requirements include:

- Two red lanterns or flares
- Two warning signs
- Red light atop cab
- One or more brooms
- Shovel

(2) Extricating trapped persons from wreckage with reasonable care -- both to avoid injury or aggravating existing injuries. Operational procedures here are based on the training and good judgment of Patrolmen. Good training is provided Highway Patrolmen in this regard. There is no formal training required of wrecker crews, but usually the patrolman is at the scene first and supervises the

extrication operations. The training of local police varies across the state, but in many cases, competency has been developed through years of experience on the job. In cases where a difficult decision must be made relative to moving an injured person, a doctor is called to the scene.

(3) Warning approaching drivers and detouring them with reasonable care past hazardous wreckage or spillage.

The requirement that tow truck operators be equipped with flares and lights as well as the usual flashing lights of patrol cars is helpful in this regard.

Although a Patrolman's training includes instructions in guiding traffic around accident sites, the patrolman's job description, Appendix B, does omit this point.

(4) Safe handling of spillage of materials that are:

a. Radioactive

There are no nuclear reactors in Montana, but nuclear materials, particularly nuclear warheads, do pass through the state. For this reason, the training of highway patrolmen in radiological basics is considered highly desirable.

b. Flammable materials

c. Poisonous materials

d. Explosive materials

e. Otherwise hazardous materials

Although highway patrolman training touches on these subject areas, when an emergency incident of this nature occurs, the state would bring in experts in these specialized areas as soon as possible. In many cases, these personnel would be consultants to the state rather than

direct employees. Matters such as the disarming wrecked military ordinance devices require specialized knowledge and trained personnel from the Military or the State National Guard must be called in.

(5) Removing wreckage or spillage from roadways or otherwise causing the resumption of safe orderly traffic flow.

The Montana Uniform Vehicle Code 32-21-161, Section E, states "The operator of the tow car engaged to remove a disabled vehicle from the scene of an accident shall remove all glass and debris deposited upon the roadway by the disabled vehicle which is to be towed." Section F states further that whenever practicable the tow truck operator "shall spread dirt upon that portion of the roadway where oil or grease has been deposited by such disabled vehicle."

B. Adequate numbers of rescue and salvage personnel are properly trained and retrained in the latest accident cleanup techniques.

Currently, training is largely on a basis of individual instructions from experienced tow truck operators or employees to new employees as they are recruited. Also, some wrecker personnel are deputy sheriffs who receive training in first aid. However, there is no requirement that these people be trained in first aid as is a highway patrolman.

C. Communication Systems

Some wreckers in the State are now being equipped with two-way radios operating on the same frequency as highway patrol communication equipment. Butte and Billings, for example, have several radio-equipped wrecker trucks. However, most wrecker companies rely on telephone requests from Highway

Patrolmen, local police, motorists, and other observers.

D. Animal and Other Debris-Related Hazards

(1) A somewhat unique debris problem in Montana has been the large animal population, both wild and domestic. Cattle in the roadway has been the "debris hazard" of most concern in Montana, PP 33-39 of the Montana Uniform Vehicle Code, Appendix B-1, deal with Highways-Livestock-Littering. Section 32-1018 prohibits the owner of livestock from willfully permitting animals to graze or occupy the right-of-way on any portion of the Interstate or Federal Aid Primary System. In Section 32-1019, exclusions are provided for cattle being herded or where devices to exclude livestock are lacking, or where the State Highway Commission has designated the exclusion impractical, signs must be posted in accordance with the State Highway Commission's Manual and specifications for a uniform system of traffic control devices.

Section 32-1021 prohibits driving a herd of more than ten livestock on the interstate or state primary highway system without a flagman. It also prohibits herding at night except in the case of emergencies in which cases the flagman must use lighted warning equipment.

In Appendix D are shown additional laws particularly relative to animals in the highway. Some of these are as follows:

In Section 46-1401, legal fences are defined. Section 46-1501 sets the conditions for creating a herd

district. Section 46-25-2 deals with the penalty for permitting animals to run at large in a herd district.

(2) Legislative Status of Proposed Legislation Relative to Motor Vehicles and Livestock

House Bill No. 231, a bill for "An Act Amending Section 58-607, R. C. M. 1947, to Remove from Liability for Damages either the Driver of a Motor Vehicle or the Owner of Livestock when a Motor Vehicle and Livestock Collide on a Public Highway" was defeated in committee. During the 1969 meeting of the legislature, the complete text of the bill is shown in Appendix E.

House Bill No. 372, "An Act to Amend Section 32-1021, R. C. M. 1947, to Prohibit the Driving of Livestock on Interstate Highway Systems" was defeated in the Senate. The complete text of the bill is shown in Appendix F.

PROPOSED PROGRAM

A. Summarize Crash Records of Debris-Related Crashes or Incidents

The first step in the proposed program for Debris Hazard Control and Cleanup is to begin regularly summarizing data relative to debris-related accidents and incidents. Currently, summaries are compiled by hand when legislators want the answers to questions such as, "How many people were involved in crashes with cattle last year?". However, these summaries are not compiled on a regular basis. When the accident records are stored on tape, a computer may be used to compile these summaries in minutes. Prior to the conversion of all traffic records to on-line data processing, the number and types of these summaries that may be compiled will be limited by the time and

cost considerations inherent in hand compilation. Once initial summaries have been compiled, the results of these summaries will be used to decide which data summaries are important enough to continue tabulating on an annual basis. Care should be taken to consider vehicle-animal crashes which are not now reported.

Attention must also be given to the problem of making sure that accident data collected at the time of the accident provides the type of information necessary for making policy decisions in the Debris Hazard Control and Cleanup Program. For example if a vehicle were to crash into a previously crashed vehicle, it would be desireable to have such information as:

- Was there a flagman present?
- Had a patrolman arrived?
- Did the vehicle crashing into the previously crashed vehicle just round a curve?

B. Document Debris-Removal Responsibilities for all Executive Departments

The responsibilities of all executive departments involved in Debris Hazard Control and Cleanup should be clearly stated in their operations manuals. For example, the Maintenance Department within the Highway Department does not currently have such a manual but one is forthcoming. (See Highway Design, Construction, and Maintenance). When this manual is published, it will indicate the types of debris and under what conditions the Maintenance Department is responsible for their removal. Generally speaking, crash-related debris is removed by wrecker company personnel while non crash-related debris is removed by Maintenance Department personnel. However, there are situations in which an accident may occur

near a Highway Department Maintenance Shop and the Maintenance personnel are on the scene before the wrecker company personnel. The procedures, responsibilities, and liabilities should be documented for such situations. Further, statement should be inserted to the Highway Patrolman's Job Description requiring him to warn on-coming drivers of impending danger from debris hazards.

C. Radiological Training for Highway Patrolmen

The Montana Highway Patrol shall begin a program of radiological instruction for Patrolmen beginning in 1970. The course will be taught by a Patrolman who has had a university radiological course. Included will be a total of twelve hours of instruction covering such topics as:

- Radiation exposure
- Units and measurement of radiation
- Radiation protection
- Radiation accidents

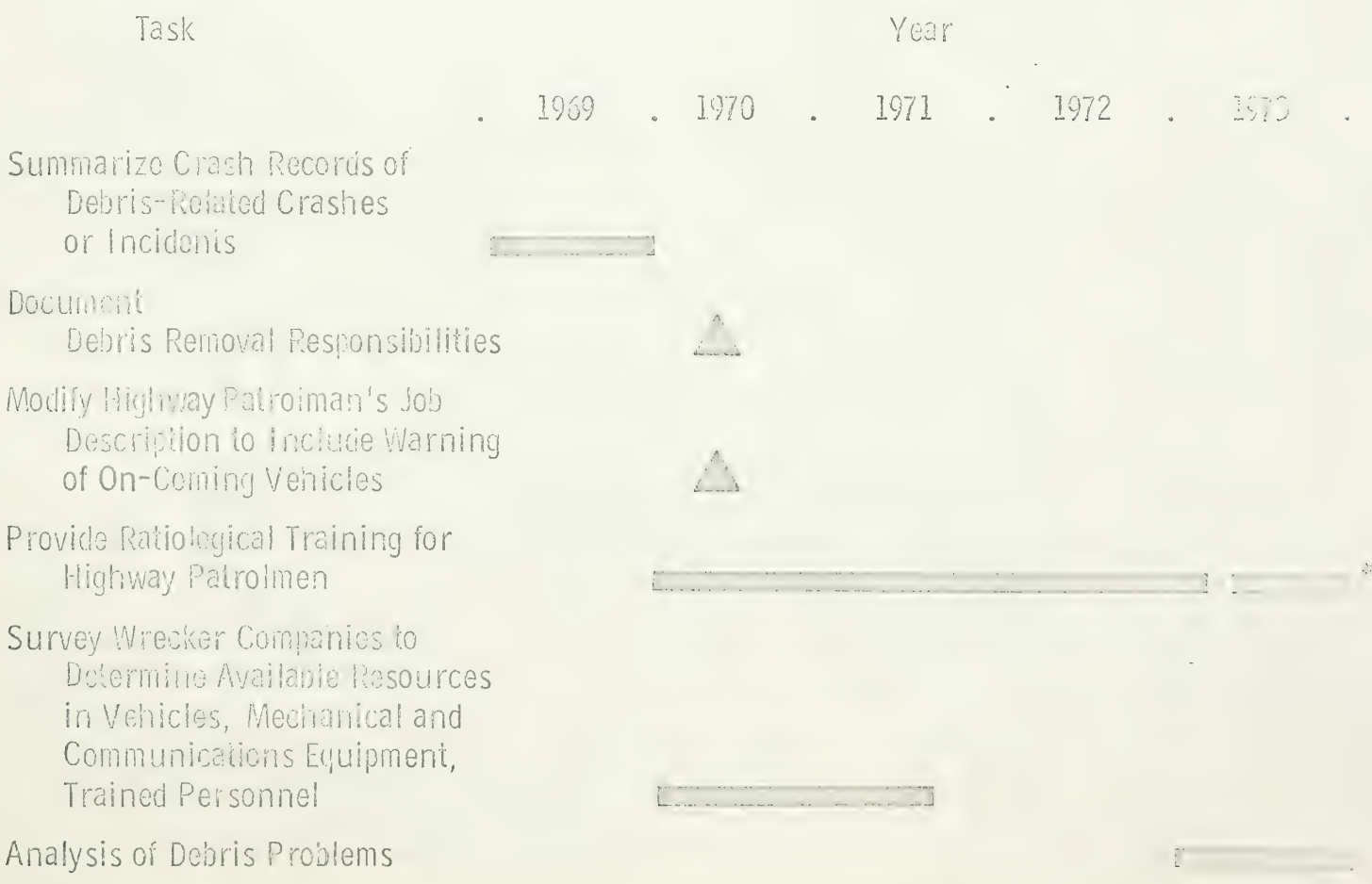
Appendix H is a copy of a letter showing a prospective syllabus for the instruction.

D. Survey Wrecker Companies to Determine Available Resources in Vehicles, Mechanical Equipment, Communications Equipment, and Personnel, Including Training and Experience Level of Personnel

Since wrecker company personnel are charged with removing crash-related debris by state law, it is important to have an inventory of their resources. This inventory will also provide useful information for Emergency Medical Services officials because wrecker personnel and equipment as well as ambulance personnel and equipment are used in extricating motorists trapped in the wreckage of their vehicles.

MONTANA COMPREHENSIVE HIGHWAY SAFETY PROGRAM PLAN

Implementation Schedule - 16.0 Debris Hazard Control and Cleanup


Task
Year
1969
1970
1971
1972
1973
Summarize Crash Records of Debris-Related Crashes or Incidents
Document Debris Removal Responsibilities
Modify Highway Patroiman's Job Description to Include Warning of On-Coming Vehicles
Provide Ratiological Training for Highway Patrolmen
*
Survey Wrecker Companies to Determine Available Resources in Vehicles, Mechanical and Communications Equipment, Trained Personnel
Analysis of Debris Problems

*on a continuing basis

ELEMENTS OF THE HIGHWAY SAFETY PROGRAM STANDARD

16. DEBRIS HAZARD CONTROL AND CLEANUP

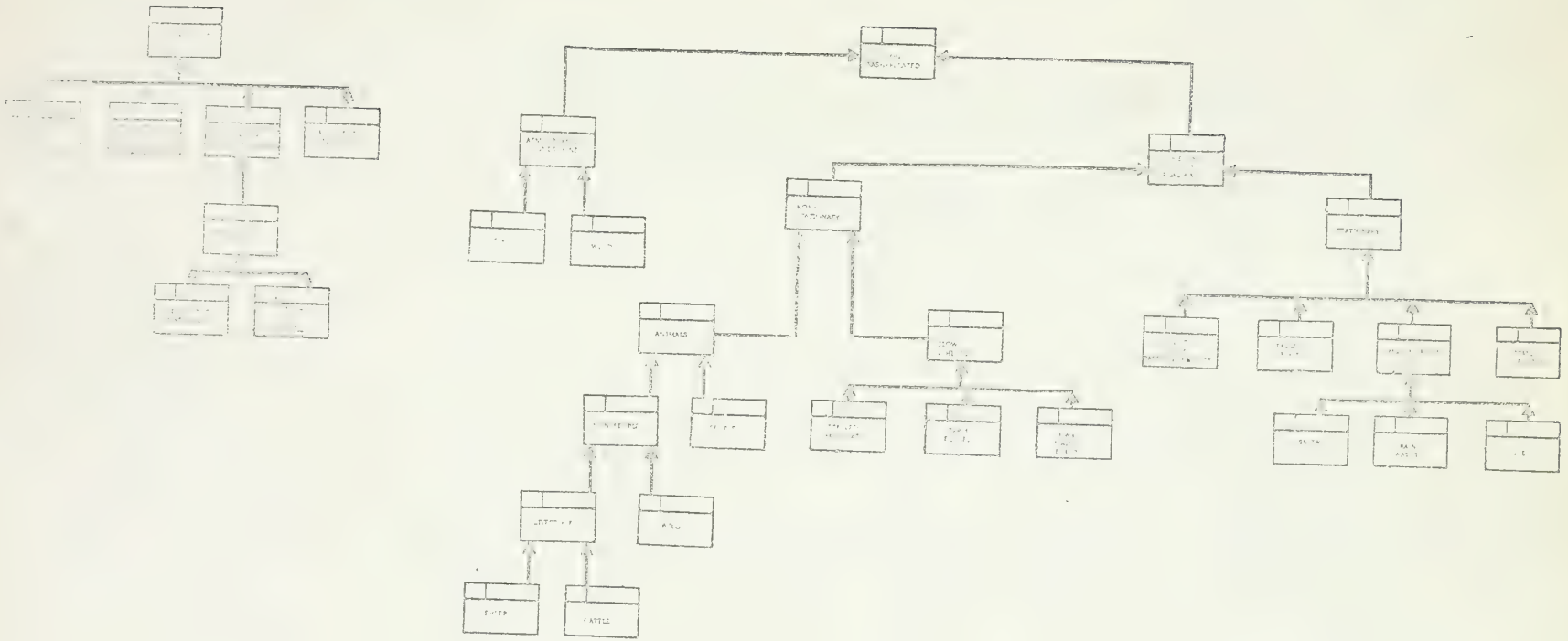
	IN EFFECT	IN PLAN
Procedures enabling rescue and salvage equipment personnel to get to scene rapidly, AND operate effectively on freeways on limited access roads in vicinity of hazardous materials procedures for extricating trapped persons		
Procedures for warning approaching drivers and for controlling traffic	X	
Procedures for handling hazardous materials		
Radioactive	X	X
Flammable	X	
Poisonous		
Explosive	X	
Other		
Procedures for removing wreckage or spillage		
Rescue and salvage personnel training in accident cleanup techniques		
Adequate numbers		
Retrained		
Communication system for incident detection, and coordination of response of services		
Adequately equipped		X
Adequately manned		X
Periodic evaluation of program		X

PRELIMINARY ESTIMATED COSTS[1]
(Thousands of Dollars)

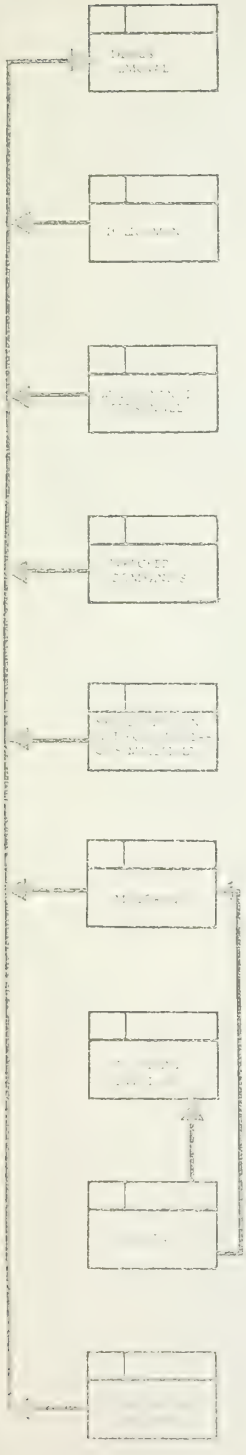
[redacted]

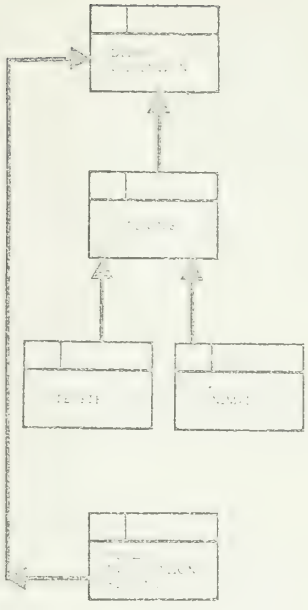
	1971	1972	1973	1974
Summarize Crash Records of Debris-Related Crashes or Incidents				
Document Debris Removal Responsibilities				
Modify Highway Patrolman's Job Description to Include Warning of On-coming Vehicles				
Provide Radiological Training for Highway Patrolmen				
Survey Wrecker Companies to Determine Available Resources in Vehicles, Mechanical and Communications Equipment, Trained Personnel				
Analysis of Debris Problems				

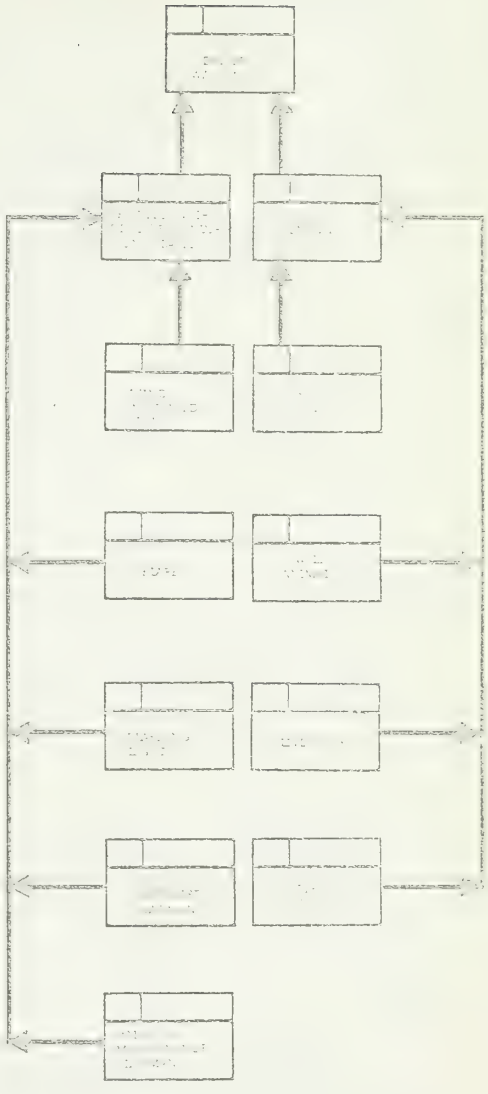
[1] Cost's for work by existing staff or with equipment currently possessed by Montana are not included.



DEBRIS CLASSIFICATION







[illegible]
[illegible]
[illegible]
[illegible]

[illegible]
415-2

[illegible]
1. [illegible]
2. Aircraft Landings
3. Dogs Prohibited Patrollin
4. [illegible]

Section:

Effective this date members of the Highway Patrol shall be governed by the following policies relating to enforcement procedures.

1. Abandoned Vehicles.

Vehicles left abandoned upon highway right of way shall be investigated to determine whether such abandonment was the result of accident. Members shall make every effort to determine ownership of abandoned vehicles and direct [illegible] removal [illegible] from the highway right of way.

Members are authorized to have removed from the roadway any vehicle parked in violation of a statute or any vehicle disabled or hazard upon [illegible] because of inadequate visibility, the abandoned vehicle cannot be seen by drivers of approaching vehicles from either direction for 500 feet.

Members are authorized to have removed from the roadway and to the nearest place of safety, abandoned vehicles which are left unattended upon any bridge, causeway, or in any tunnel when such vehicle constitutes an obstruction to traffic.

Members are not authorized to promiscuously have abandoned [illegible] removed to places of safety unless such vehicle is creating an extreme hazard [illegible] is incapable of caring for such vehicle.

they have a clear description of the place of the accident before proceeding.

If the accident reported is within the corporate limits of any municipality which has a police force that investigates accidents, Patrolmen shall advise the person reporting the accident to call the city police.

3 If the accident occurs in a municipality where there is no police force to investigate the accident, Patrolmen shall handle the accident as though it had occurred on the open highway.

If the accident occurs just within the corporate limits of any large municipality, Patrolmen shall proceed with the accident investigation after ascertaining that the local city police have been informed of the accident. Whenever within the corporate limits of any municipality and the they have gathered prior to the arrival of the local police and shall offer to assist the local police in the investigation or in controlling the situation or traffic snarl.

a) Prevent another accident by taking necessary action to identify the accident and slow down or stop traffic.

b) Aid the injured.

c) Locate and interrogate the parties and witnesses as to what they observed prior to, during and after the accident.

Inspect the vehicles, road condition, skidmarks and othe

f) [illegible]

g) Safeguard the property of persons involved in the accident who are unable to care for it themselves.

h) [illegible]

i) Ascertain that all glass, jagged metal, etc., is swept [illegible]

j) [illegible]
so as to make it unsafe for travel.

k) Mark or identify any place in the roadway which has become a hazard as a result of the accident and immediately report same to closest representative of the State Highway [illegible]

l) Make whatever arrests or citations are necessary.

m) [illegible]

n) Ascertain that the family of the parties seriously injured are informed of the accident and the place where the injured are hospitalized.

o) Prepare the accident report while the details of the accident are still fresh in mind.

p) Notify the Division Commander if the accident resulted in fatal injuries to any of the parties.

q) Provide the essential information concerning the accident to any newspaper or radio station requesting same.

r) Mark or [illegible]

Section	Description of Contents	Page
32-1018	Unlawful	36
32-1019	[illegible]	37
32-1020	[illegible]	37
32-1021	[illegible] Highways	38
32-1022	[illegible]	38
32-1023	[illegible]	38
32-1023.1	[illegible]	38
32-1024	[illegible]	38
32-1025.1	[illegible]	39
32-1026	[illegible] or Other Devices	39

CODE NUMBER AND NUMERICAL REFERENCE
TO DAYTON ORDINANCES

HIGHWAYS—LIVESTOCK—FENCING

Section Number	Code Reference	Description of Offense
32-1018	X-1	Allowing livestock to graze along highway.
	X-2	Fail to provide fence for live-stock on private and public highways
	X-3	Herding or driving livestock during hours of darkness without warning devices.
32-1021	X-4	Fences, gates -- prohibition against building fences on or along highway.
32-1022	X-5	Violations
32-1023	X-6	Depositing litter, etc, on right of Way of state or interstate highway.
	X-7	Allowing glass, debris, etc, to fall from vehicle during travel.
32-1 2001	X-8	Allowing cargo, debris or refuse to be blown or fall from vehicle onto highway. Penalty.
32-4410	X-9	Emptying garbage along highway or street, etc.
32-4410	X-10	Dumping garbage on private property w/o owner's permission.

[illegible] cultivated areas, or any part of the fenced right-of-[illegible]

[illegible]

(1) [illegible] or more herders;

(2) [illegible]

(3) [illegible] the Federal-Aid [illegible] be marked by proper signs in accordance with the State Highway [illegible] for a uniform system of traffic-control signs.

32-2020. Penalty for Violation; Act. Any person violating the terms of this act shall be guilty of a misdemeanor and upon conviction shall be subject to a [illegible] In any civil [illegible] representatives or assigns, or by the owner of livestock, for [illegible] collision was due to negligence on the part of the [illegible]

32-1627. [illegible] — Prohibited — Applied Nighttime [illegible] [illegible] [illegible]

offices [illegible] to the [illegible] and [illegible] of the accounts [illegible] shall [illegible] from the state general fund in the [illegible] dollars ($10,000).

32-3172. Posting Notice of Act. It is the duty of the state [illegible] to post [illegible] provisions of this act, and the penalties provided for, on the state and interstate highways at locations to be designated by the state highway commission.

32-4450. Dumping, Garbage or Other Debris or Refuse. (1) It shall be unlawful to dump or leave any garbage, [illegible], or other debris or refuse:

(a) In or upon any highway, road, street, or alley of this state.

(b) In or upon any public recreational property, highway, street, or alley under the control of the state of Montana or any political subdivision thereof, or any officer or board or department thereof.

(c) Within [illegible] of the right of way of any public highway, road, street, or alley, or public recreational property.

(2) Any person found guilty of a violation of this section shall be fined in the sum not exceeding twenty-five dollars ($25), or imprisoned in the county jail for a period not exceeding [illegible], or be punished by both such fine and imprisonment, in the discretion of the court.

(3) The provisions of this section shall be enforced by all highway patrolmen, sheriffs, policemen, and all other enforcement agencies and officers of the state of Montana. In addition, game wardens shall have the right to enforce the provisions of this section in or upon any public recreational property.

COMMERCIAL TOW CAR

32-02-101. [illegible]

(c) Be equipped with and carry at least two (2) red flares or two (2) red lanterns or two (2) [illegible]

(b) Be equipped with [illegible] signed as to be visible both day and night. The [illegible] or residence district, place a highway warning sign two hundred (200) feet in advance of and two hundred (200) [illegible] ing light or reflector in close proximity to each warning sign.

(c) Be equipped with and carry a fire extinguisher of at least two (2) quart capacity of a type capable of [illegible]

(d) Be equipped with a lamp emitting a flashing or steady red light mounted on top of the cab [illegible] if such light can be seen from the front of the tow car. The light from such lamp must be visible for a [illegible] lens of the lamp facing the rear of the tow car upon [illegible] and place it in any position deemed advisable to warn

[illegible] driver [illegible] when the disabled vehicle is ready for towing [illegible] to bear [illegible] of the [illegible] securely [illegible] in such [illegible] from [illegible] upon [illegible] or left [illegible] the [illegible] with [illegible] the speed of [illegible] which the [illegible] vehicle is to be towed.

(c) [illegible] equipped with [illegible] or more brakes and the driver of the [illegible] to be towed by [illegible] disabled vehicle is [illegible] the [illegible] shall remove all [illegible] and others [illegible] from the roadway by the disabled vehicle which is to be towed.

(d) [illegible] whenever [illegible] the [illegible] any disabled vehicle shall [illegible] the [illegible] of the roadway which [illegible] has been deposited by such disabled vehicle.

(e) Be equipped with [illegible] portable electrical extension cord for use in displaying a light on the rear of the disabled vehicle. The length of such extension cord shall not be less than [illegible] length of the disabled vehicle and whenever a disabled vehicle is towed [illegible] hours, [illegible] and the front [illegible] of the towed vehicle [illegible] by the towing vehicle [illegible] the rear [illegible] of the extension cord [illegible] referred to.

The [illegible] or operator of a [illegible] car who complies with the requirements of this section may [illegible] or push such tow car upon a highway for the purpose of rendering assistance to a disabled vehicle, notwithstanding other provisions of this code.

32-21-142. Penalty. Any [illegible] violation of any of the provisions of this act shall be deemed guilty of a misdemeanor and subject to a penalty not to exceed one hundred dollars ($100.00).

RESOLUTION

WHEREAS, Section 1, Chapter 201, Laws of Montana, 1955, effective July 1, 1955, relating to commercial [illegible] cars, provides that

"Every [illegible] car used to [illegible] vehicle by means of a crane, hoist, tow bar, tow line, or dolly shall:

and game laws.

26-302. Penalty. [illegible] shall be guilty of a misdemeanor [illegible] shall be punished [illegible]

69-2026. Transportation of Explosive Will Passengers Prohibited. [illegible] to transport [illegible] nitroglycerine, nitrolcum, blasting or nitrated oil, or powder mixed therewith or fibre saturated therewith, or any [illegible] passengers are carried.

69-2027. Careless Use of Explosives a Misdemeanor. Every [illegible] any blasting powder, giant or Hercules powder, giant [illegible] endangered, shall be guilty of a misdemeanor.

69-1[illegible]. Penalties. Any person [illegible] persons, violating any of the provisions of this act, shall [illegible] and imprisonment.

69-2[illegible]. Penalty When Death Caused by Violation of This Act. [illegible]

caused by the explosion of any powder, gunpowder, giant or dynamite powder, nitroglycerine, or other highly explosive substance that has been stored, kept, handled, or transported, contrary to the provisions of the foregoing sections, by any person who has so unlawfully stored, kept, handled, or transported such explosives, or who has knowingly or negligently permitted their agents, servants or employees to so unlawfully store, keep, handle or transport the same, shall be guilty of a felony, and, on conviction, shall be punished by imprisonment in the state penitentiary for a period not exceeding ten (10) years.

46-1401. Legal Fences Defined. Any one of the following shall be a legal fence in this State, Nonmely:

1. All fences constructed of posts and three (3) rails, horizontal, well secured with the lowest of which rails not be less than fifteen (15) inches nor more than eighteen (18) inches from the ground, securely fastened to said posts, which posts shall be sufficient in number and set in the ground so as to make a proper support for said rails, and not more than twenty (20) feet apart, or thirty-three (33) feet apart where two (2) or more strips of pickets are used and between each post; provided, that in corral fences where the said rails are not less than ten (10) feet long, the posts may be set not to exceed thirty feet apart; each stack to be enclosed, and shall not in any event be more than eight (8) feet distant from each other and not less than five strands of well-stretched barbed wire, and shall not be less than five (5) nor more than six (6) feet high, posted, rather, that any kind of fence equally as effective for the purpose of a corral fence may be made in lieu thereof.

2. All fences constructed of any standard woven wire not less than twenty-eight (28) inches in height, securely fastened to posts set not more than thirty (30) feet apart, and one (1) barb fence not less than two (2) equidistant barbed wires shall be placed above the same at a height of not less than forty-eight (48) inches from the ground.

3. All other fences made of barbed wire, which shall be as strong, and as well calculated to protect enclosures as those above mentioned, shall be considered legal fences.

4. All fences consisting of four (4) boards, rails, or poles, [illegible] of such leaning post.

5. All rivers, hedges, mountain ridges and bluffs, or other barrier over or through which it is impossible for stock to pass.

46-2[illegible]. [illegible] civil action for all damages caused by reason of injury [illegible]

46-2[illegible]. [illegible] district is in actual cultivation, or being used for [illegible]

[illegible] petition shall designate the months of the year when [illegible] filing of such petition, properly signed, giving outside [illegible] and shall give not less than twenty (20) days [illegible]

district. At the hearing held pursuant to such notices
of such district.

joining any herd district theretofore created, and upon
person shall be permitted to withdraw his name after
the hour set for hearing same.

such petition is signed by the owners or possessors of
recorder shall call such petition to the attention of the
board of county commissioners of the county at its
ing at a specified time on a day certain of which

had before the board of county commissioners of the sought the petition shall describe the tract to be excluded with common certainty and shall set forth in such tract is in actual cultivation; and provided commissioners at the conclusion of the hearing had shall find that the tract of land to be excluded conforms to the requirements of this section and that the allegations of the petition are true its findings to

exclusion the tract of land therein described shall be

ished by a fine of not less than ten ($10.00) dollars,
wilfully permitted to run at large shall constitute a
separate offense.

herd district shall be guilty of a misdemeanor; and
of not less than ten ($10.00) dollars, nor more than

46-2702. Rams and He-goats not to Run at Large.
It
management or control of any ram or he-goat to
each year.

46-2703. Penalty. Any
as provided in section 8837 of the penal code.

46-2704. Liability to civil

ing the time mentioned in section 46-1701 of this code may recover [illegible] action any damages sustained thereby.

46-1705. Swine, Sheep and Goats Running at Large. It shall be unlawful for any owner or owners, person or persons to willfully [illegible] swine, sheep or goats, to willfully [illegible] to run at large.

46-1706. Penalties. Any person or persons violating the provisions [illegible] shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in the sum of ten dollars ($10.00) for the first offense, and in the sum of twenty dollars ($20.00) for each subsequent offense, and shall be liable in damages to any party injured thereby, to be recovered in any court having [illegible] jurisdiction.

46-1706. Disposition of Fines. All fines collected under the provisions of this act shall be paid into the county treasury for the use and benefit of the public schools.

46-1707. Male Equine Animals Not to Run on Open Range — Definition of "Open Range." It shall be unlawful for any owner, person, firm, corporation or association having the care, custody or control of any stallion, mule colt, unbroken male mule, or jackass, over the age of one year, to permit or suffer such animal to run at large on the open range. The term "open range" [illegible] lands in the state of Nevada not inclosed by a fence of not less than two (2) wires in good repair, the term "open range" includes all highways, public or private enclosures and used by the public whether or not the same have been formally dedicated to the public.

46-1708. Declaration of Animals Running at Large as Nuisance — Abatement. Any such animal so running at large shall be, and is hereby declared to be, a public nuisance, which, in addition to the means and procedure as provided by this act for its abatement and removal, may be [illegible] and removed by the means and procedure herein, or hereafter to be provided by law for the abatement of removal of public nuisances.

46-1712. Penalty for Violations. Any owner, person, firm, corporation or association violating any provisions of this act shall be guilty of a misdemeanor, and upon conviction thereof shall be fined not less

58-607

A BILL FOR AN ACT ENTITLED: "AN ACT AMENDING SECTION 58-607, R.C.M. 1947, TO REMOVE FROM LIABILITY FOR DAMAGES EITHER THE DRIVER OF A MOTOR VEHICLE OR THE OWNER OF LIVESTOCK WHEN A MOTOR VEHICLE AND LIVESTOCK COLLIDE ON A PUBLIC HIGHWAY."

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF THE STATE OF MONTANA:

Section 1. Section 58-607, R.C.M. 1947, is amended to read as follows:

"58-607. Responsibility for willful acts, negligence, etc., -- exception . Everyone is responsible, not only for the result of his willful acts, but also for an injury occasioned to another by his want of ordinary care or skill in the management of his property or person, except so far as the latter has, willfully or by want of ordinary care, brought the injury upon himself. The extent of liability in such cases is defined by the title on compensatory relief. Except, however, when a motor vehicle and livestock collide on a public highway neither the driver, owner or other person legally responsible for the vehicle nor the owner or person legally responsible for the livestock, shall be responsible for the damage thereby incurred but, the exception shall not apply when the collision is the result of a willful act of either person."

HOUSE BILL No. 372

INTRODUCED BY DYE, PAYNE

Section 32-1021.

AN ACT TO AMEND SECTION 32-1021, R.C.M. 1947, TO PROHIBIT THE HERDING OF LIVESTOCK ON INTERSTATE HIGHWAY SYSTEMS.

Be It Enacted by the Legislative Assembly of the State of Montana:

Section 1. Section 32-1021, R.C.M. 1947 is amended to read as follows:

"Section 32-1021. Flagmen escorts — prohibitions against ~~night-time herding on public highways~~. Any person who owns, controls or is entitled to possession of any livestock shall not herd or drive a herd of livestock in excess of the number of ten (10) on any ~~interstate or~~ state primary highways as defined by the state highway commission in the state unless the livestock shall be preceded and followed by flagmen escorts for the purpose of warning other highway users. Livestock shall not be herded or driven on any ~~interstate or state~~ primary highways during night-time as defined in section 90-106, R.C.M. 1947, except in a case of emergency; *however, livestock shall not be herded or*

escorts will not adequate warning lights such as, but not limited to, portable lamps, lanterns, or rotating beacons. This provision shall not apply during daytime at posted livestock crossings on highways."

MOUNTAIN PATROL MEMORANDUM

To.....Colonel

MANAGEMENT OF RADIATION ACCIDENTS:

Radiation Accident CONTROL, PLANNING and RESPONSE. (1 hour)

Types of Accidents. (1 hour)

Radiati[illegible]onitoring. (1 hour)

Evaluation and Control of Accidental Exposure. (1 hour)

Nuclear Reactor Hazards. (1 hour)

Medical Aspects of Radiation Accidents. (1 hour)

Review of Subject and Instrument Exercise. (1 hour)

Total time allowed for entire course 12 hours.

Respectfully yours.

Robert L. Payne

MONTANA HIGHWAY PATROL MEMORANDUM

Date June 10, 1969 Missoula, Montana

From Patrolman - Robert L. Payne

To Colonel - S. W. Hancock

Re: Radiological Instruct.

Dear Sir,

In compliance with your request I am submitting the following report of subjects taught in the Radiological Monitoring school that, in my judgment, would be very essential for instruction to the recruits as well as the uniformed personnel of this Department. As you will notice, the subjects have been combined to facilitate the scheduling classes on an hourly basis. There has been a very conservative amount of time allowed to cover these subjects and, of course, some subjects have been left out of this report entirely, so if more time could be allowed than the twelve hours shown here, I feel that it could be very well applied.

FUNDAMENTALS OF RADIOLOGICAL HEALTH:

Radiation Exposure today; Atomic structure; Radioactivity.(1 hour)

Radiation fundamentals; Units of Radioactivity and the Decay Law; Units of Radiation Exposure and Dose. (1 hour)

Radiation detection Instrumentation; Basic Principles of Radiation detection; Personnel Instruments and Survey Instruments. (1 hour)

Radiation Protection; Basic Principles of Radiation Protection and Guides; Calibration of Survey Instruments. (1 hour)

Environmental Radiation Exposure; Radioactive waste disposal; Industrial and medical uses of Radiation; Basic Principles of Nuclear Reactors; Leak Testing. (1hour)

If you can't write it and sign it--don't say it.

MANAGEMENT OF RADIATION ACCIDENTS:

Radiation Accident CONTROL, PLANNING and RESPONSE. (1 hour)

Types of Accidents. (1 hour)

Radiation Contamination Monitoring. (1 hour)

Evaluation and Control of Accidental Exposure. (1 hour)

Nuclear Reactor Hazards. (1 hour)

Medical Aspects of Radiation Accidents. (1 hour)

Review of Subject and Instrument Exercise. (1 hour)

Total time allowed for entire course 12 hours.

Respectfully yours,

Robert L. Payne

Robert L. Payne